

Aviation Week

and Space Technology

Aerospace

1960

Specification

Tables

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U. S. Military Aircraft

| Manufacturer | BASIC AIRCRAFT DATA | | | DIMENSIONS | | | | | WEIGHTS | | | POWERPLANT |
|--|----------------------|------------------------|-------------------|----------------|---------------|-----------------|------------------------|--------------------------|-------------------|-----------------------|------------------------|--|
| | Military designation | Military name | Primary mission | Number in crew | Over-all span | Over-all length | Over-all height, 3-pt. | Gross wing area, sq. ft. | Weight empty, lb. | Normal gross wt., lb. | Maximum gross wt., lb. | |
| Beech Aircraft Corp. <i>Wichita, Kansas</i> | T-34A | Mentor | Trainer | 2 | 32' 8" | 25' 9" | 10' | 177.6 | 2,156 | 2,950 | 2,950 | 1 Con. O-470-13 @ 225 h.p. |
| | T-34B | Mentor | Trainer | 2 | 32' 8" | 25' 9" | 10' | 177.6 | 2,254 | 2,985 | 2,985 | 1 Con. O-470-13 @ 225 h.p. |
| | L-23D | Seminole | Liaison Transport | 1-2 | 45' 25" | 31' 5" | 11' 6" | 277 | 4,460 | 7,000 | 7,000 | 2 Lyc. GSO-480-B1B6 @ 340 h.p. |
| | RL-23D | ..... | Radar Recon. | 2 | 50' 3" | 31' 11" | 11' 6" | 293.9 | 5,954 | 7,350 | 7,350 | 2 Lyc. GSO-480-B1B6 @ 340 h.p. |
| | L-23F | ..... | Liaison Transport | 1-2 | 45' 8" | 33' 3" | 14' 1" | 277 | 4,740 | 7,700 | 7,700 | 2 Lyc. IGSO-480-A1A6 @ 340 h.p. |
| Boeing Airplane Co. <i>Seattle, Wash.</i> | B-47E | Stratojet | Med. Bomber | 3 | 116' | 107' | 28' | ..... | ..... | ..... | 200,000 | 6 GE J47-GE-25 @ 6,000 lb.t. |
| | B-52A | Stratofortress | Heavy Bomber | 6 | 185' | 152' 9" | 48' 3" | 4,000 | ..... | 350,000+ | ..... | 8 P&W J57-P-1W @ 10,000+ lb.t. |
| | B-52B | Stratofortress | Heavy Bomber | 6 | 185' | 152' 9" | 48' 3" | 4,000 | ..... | 350,000+ | ..... | 8 P&W J57-P-1W @ 10,000+ lb.t. |
| | B-52C | Stratofortress | Heavy Bomber | 6 | 185' | 152' 9" | 48' 3" | 4,000 | ..... | 400,000+ | ..... | 8 P&W J57-P-19W @ 10,000+ lb.t. |
| | B-52D | Stratofortress | Heavy Bomber | 6 | 185' | 152' 9" | 48' 3" | 4,000 | ..... | 400,000+ | ..... | 8 P&W J57-P-19W @ 10,000+ lb.t. |
| | B-52E | Stratofortress | Heavy Bomber | 6 | 185' | 152' 9" | 48' 3" | 4,000 | ..... | 400,000+ | ..... | 8 P&W J57-P-19W @ 10,000+ lb.t. |
| | B-52F | Stratofortress | Heavy Bomber | 6 | 185' | 152' 9" | 48' 3" | 4,000 | ..... | 400,000+ | ..... | 8 P&W J57-P-43W @ 10,000+ lb.t. |
| | B-52G | Stratofortress | Heavy Bomber | 6 | 185' | 152' 9" | 48' 3" | 4,000 | ..... | 450,000+ | ..... | 8 P&W J57-P-43W @ 10,000+ lb.t. |
| | B-52H | Dyna-Soar ² | Recon.-Bomber | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | B-52H | ..... | Heavy Bomber | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 P&W JT3D @ 13,000+ lb.t. |
| Cessna Aircraft Co. <i>Wichita, Kansas</i> | T-37B | ..... | Trainer | 2 | 33' 10" | 29' 3" | 9' 2" | 183.9 | 4,056 | 6,569 | 6,600 | 2 Con. J-69-25 @ 1,025 lb.t. |
| | Model 407 | ..... | ..... | ..... | 36' 3" | 31' 8" | 9' 4" | 200.32 | 4,658 | 9,300 | 9,500 | 2 Con. 356-9A @ 1,400 lb.t. |
| Chance Vought Aircraft, Inc. <i>Dallas, Texas</i> | F8U-1 | Crusader I | Day Fighter | 1 | 35' 8" | 54' 3" | 15' 9" | ..... | ..... | ..... | ..... | 1 P&W J57-P-4A @ 10,000+ lb.t. |
| | F8U-1P | Crusader I | Photo-Recon. | 1 | 35' 8" | 54' 6" | 15' 9" | ..... | ..... | ..... | ..... | 1 P&W J57-P-4A @ 10,000+ lb.t. |
| | F8U-2 | Crusader II | Day Fighter | 1 | 35' 8" | 54' 3" | 15' 9" | ..... | ..... | ..... | ..... | 1 P&W J57-P-16 @ 10,000+ lb.t. |
| | F8U-2N | Crusader II | AW Fighter | 1 | 35' 8" | 54' 3" | 15' 9" | ..... | ..... | ..... | ..... | 1 P&W J57-P-20 @ 10,000+ lb.t. |
| Convair Division General Dynamics Corp. <i>San Diego, Calif.</i> Ft Worth, Tex. Division | F-102A | Delta Dagger | AW Interceptor | 1 | 38' 1" | 68' 3" | 21' 2" | ..... | ..... | ..... | ..... | 1 P&W J57-P-23 @ 10,000+ lb.t. |
| | TF-102A | ..... | Trainer | 2 | 38' 1" | 59' 2" | 20' 7" | ..... | ..... | ..... | ..... | 1 P&W J57-P-23 @ 10,000+ lb.t. |
| | F-106A | Delta Dart | AW Interceptor | 1 | 38' 3" | 70' 9" | 20' 3" | ..... | ..... | ..... | ..... | 1 P&W J75 @ 15,000+ lb.t. |
| | T-29C | Flying Classroom | Crew Trainer | 4 | 91' 9" | 74' 8" | 27' 3" | 817 | 29,000 | 43,575 | 43,575 | 2 P&W R-2800-99W @ 2,500 h.p. |
| | B-58 | Hustler | Bomber | 3 | 56' 10" | 96' 9" | 31' 6" | 1,542 | ..... | 160,000 | ..... | 4 GE J79 @ 15,000 lb.t. |
| | WS-125A | ..... | Bomber | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Nuclear power (P&W) |
| Douglas Aircraft Co. <i>Long Beach, Calif.</i> El Segundo, Calif. Div. | B-66B | Destroyer | Tac. Bomber | 3 | 72' 6" | 75' 2" | 23' 7" | 780 | 42,086 | 78,000 | 83,000 | 2 All. J71-A-11 @ 10,000 lb.t. |
| | WB-66D | Destroyer | Weather-Recon. | 3 | 72' 6" | 75' 2" | 23' 7" | 780 | 43,476 | 70,000 | 83,000 | 2 All. J71-A-13 @ 10,200 lb.t. |
| | A3D-2 | Skywarrior | Attack | 3 | 72' 6" | 76' 4" | 22' 9" | 780 | 38,298 | 70,000 | ..... | 2 P&W J57-P-10 @ 10,500 lb.t. |
| | A4D-2N | Skyhawk | Attack | 1 | 15' 0" | 40' 1" | 15' 2" | 260 | 9,559 | 16,236 | ..... | 1 Wr. J65-W-16A @ 7,700 lb.t. |
| | F4D-1 | Skyray | Interceptor | 1 | 33' 6" | 45' 6" | 13' | 557 | 16,024 | 27,000 | ..... | 1 P&W J-57-P-8B @ 10,200 lb.t. |
| Goodyear Aircraft Corp. <i>Akron, Ohio</i> | ZS2G | ..... | ASW Airship | 8 | 67' 6" | 285' 3" | 92' 6" | 1,959' | 30,764 | ..... | ..... | 2 Wr. Mod. R-1300-4 800 h.p. @ 2600 rpm |
| | ZPG-2 | ..... | ASW Airship | 14 | 75' 5" | 342' 7" | 96' 8" | 2,080' | 46,732 | ..... | ..... | 2 Wr. Mod. R-1300-2A 800 h.p. @ 2600 rpm |
| | ZPG-2W | ..... | AEW Airship | 21 | 75' 5" | 342' 7" | 106' 9" | 2,080' | 47,779 | ..... | ..... | 2 Wr. Mod. R-1300-2A 800 h.p. @ 2800 rpm |
| | ZPG-3W | ..... | AEW Airship | 21 | 85' 2" | 403' 5" | 117' 8" | 2,612' | 71,793 | ..... | ..... | 2 Wr. Mod. R-1820-88 1525h.p. @ 2800rpm |
| | GA-468 | Inflatoplane | Recon., Rescue | 1 | ..... | 19' 8" | ..... | 110' 3" | 225 | ..... | 550 | 42 h.p. Nelson |
| | GA-466 | Inflatoplane | Recon., Rescue | 2 | ..... | 19' 3" | ..... | 154' 3" | 290 | ..... | 740 | 60 h.p. McCulloch |
| Grumman Aircraft Eng'g. Corp. <i>Bethpage, N. Y.</i> | F9F-8T | Cougar | Trainer | 2 | 34' 6" | 48' 6" | 12' 1" | ..... | ..... | 20,600 | ..... | 1 P&W J48-P-8A @ 7,200 lb.t. |
| | F11F-1 | Tiger | Interceptor | 1 | 31' 8" | 40' 10" | 12' 9" | 250 | 13,428 | 21,174 | 24,078 | 1 Wr. J65-W-18 @ 10,500 lb.t. |
| | F11F-1F | Super Tiger | Interceptor | 1 | 31' 8" | 40' 10" | 12' 9" | 250 | ..... | ..... | ..... | 1 GE YJ79-GE-3 @ 10,000+ lb.t. |
| | S2F-1 | Tracker | ASW | 4 | 69' 8" | 42' 3" | 16' 3" | ..... | ..... | ..... | ..... | 2 Wr. R1820-82 @ 1,525 h.p. |
| | WF-2 | Tracer | AEW | 4 | 69' 8" | 45' 4" | 16' 10" | 507 | ..... | ..... | ..... | 2 Wr. R1820 @ 1,525 h.p. |
| | W2F-1 | ..... | AEW | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 All. turboprop |
| | AO-1AF | Mohawk | Observation | 2 | 42' | 41' | 12' 8" | 330 | 7,772 | ..... | 12,800 | 2 Lyc. T53-L-3 @ 1,005 eshp. |
| | A2F-1 | ..... | Attack | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 P&W J52 @ 7,500 lb.t. |
| | S2F-3 | Tracker | ASW | 4 | 72' 7" | 43' 6" | 16' 7" | ..... | ..... | ..... | ..... | 2 Wr. R1820-82 @ 1,525 |
| | F-104G | Super Starfighter | Interceptor | 1 | 21' 11" | 54' 9" | 13' 6" | ..... | ..... | ..... | ..... | 1 GE J79-GE-3A @ 15,000 lb.t. |
| | F-104F | Super Starfighter | Fighter Bomber | 2 | 21' 11" | 54' 9" | 13' 6" | ..... | ..... | ..... | ..... | 1 GE J79-GE-3A @ 15,000 lb.t. |
| Lockheed Aircraft Corp. <i>Burbank, Calif.</i> | F-104C | Starfighter | Fighter | 1 | 21' 11" | 54' 9" | 13' 6" | ..... | ..... | ..... | ..... | 1 GE J79-GE-7 @ 15,000 lb.t. |
| | F-104D | Starfighter | Tac. Trainer | 2 | 21' 11" | 54' 9" | 13' 6" | ..... | ..... | ..... | ..... | 1 GE J79-GE-7 @ 15,000 lb.t. |
| | EC-121D | Warning Star | Radar Picket | 31 | 123' 5" | 116' 2" | 27' | 1,654 | ..... | ..... | ..... | 4 Wr. R3350 @ 3,250 h.p. |
| | P2V-7 | Neptune | ASW | .. | 103' | 54' 9" | 13' 6" | 1,000 | 47,450 | 75,500 | ..... | 2 Wr. R3350-32W @ 3,500 h.p.+ |
| | Y/P3V-1 | ..... | ASW | 10 | 99' | 104' 7" | 33' 1" | 1,300 | ..... | 125,000* | ..... | 2 We. J34 @ 3,400 lb.t. |
| | U-2 | ..... | Research | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 All. T56-A-10W @ 4,500 eshp. |
|  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 P&W J57 @ 10,000 lb.t. |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| The Martin Co. <i>Baltimore, Md.</i> | P5M-2 | Dyna-Soar | Recon.-Bomber | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Multi-rockets |
|  | ..... | Marlin | ASW | 8 | 118' 2" | 101' | 32' 8" | 1,406 | 49,480 | 74,442 | 85,000 | 2 Wr. R3350-32W @ 3,400 h.p. |
| McDonnell Aircraft Corp. <i>St. Louis, Mo.</i> | F101C | Voodoo | Fighter-Bomber | 1 | 40' | 67' 5" | 18' | ..... | ..... | ..... | ..... | 2 P&W J57-P-13 @ 10,000+ lb.t. |
| | RF-101C | Voodoo | Photo-Recon. | 1 | 40' | 69' 3" | 18' | ..... | ..... | ..... | ..... | 2 P&W J57-P-13 @ 10,000+ lb.t. |
| | F-101B | Voodoo | Interceptor | 2 | 40' | ..... | 18' | ..... | ..... | ..... | ..... | 2 P&W J57-P-55 @ 10,000+ lb.t. |
| | F3H-2N | Demon | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | F4H-1 | Phantom II | AW Interceptor | 2 | 38' 5" | 56' | ..... | ..... | ..... | ..... | ..... | 2 GE J79-GE-2 @ 15,000+ lb.t. |
| North American Aviation, Inc. <i>Los Angeles, Calif.</i> Columbus (Ohio) Division | B-70 | Valkyrie | Bomber | 4 | ..... | ..... | ..... | ..... | ..... | ..... | 600,000* | 6 GE YJ93 @ 25,000+ lb.t. |
| | F-86F | Sabre | Fighter-Bomber | 1 | 37' 1" | 37' 5" | 14' 7" | ..... | ..... | ..... | 17,000 | 1 GE J47-GE-27 @ 5,970 lb.t. |
| | F-86H | Sabre | Fighter-Bomber | 1 | 37' 1" | 38' 8" | 15' | ..... | ..... | ..... | ..... | 1 GE J73-GE-3 @ 9,000 lb.t. |
| | F-86K | Sabre | Interceptor | 1 | 37' 1" | 42' 4" | 15' | ..... | ..... | 18,500 | 20,347 | 1 GE J47-GE-33 @ 5,600 lb.t. |
| | F-86L | Sabre | Interceptor | 1 | 37' 1" | 42' 4" | 15' | ..... | ..... | ..... | ..... | 1 GE J47-GE 33 @ 7,650+ lb.t. |
| | F-100C | Super Sabre | Fighter | 1 | 38' | 47' | 15' | ..... | ..... | ..... | ..... | 1 P&W J57-P-7 @ 10,000+ lb.t. |
| | F-100D | Super Sabre | Fighter-Bomber | 1 | 38' | 47' | 16' | ..... | ..... | ..... | ..... | 1 P&W J57-P-21 @ 10,000 lb.t. |
| | F-100F | Super Sabre | Fighter-Bomber | 2 | 39' | 50' | 16' | 385.2 | 21,346 | 34,235 | ..... | 1 P&W J57 @ 10,000+ lb.t. |
| | F-107A | ..... | Research | 1 | 36' 7" | 60' 10" | 19' 8" | ..... | ..... | ..... | ..... | 1 P&W J75 @ 15,000+ lb.t. |
| | X-15 | ..... | Research | 1 | 22' | 50' | 13' | 200 | ..... | ..... | 31,275 | 1 RMI XLR-99 @ 50,000+ lb.t. |
| | T-39 | Saberliner | Utility | 2 | 44' 5" | 43' 8" | 15' 11" | 342.5 | 9,199 | 15,330 | ..... | 2 P&W J60 @ 3,000 lb.t. |
| | FJ-4B | Fury | Fighter-Bomber | 1 | 39' 1" | 36' 6" | 13' 11" | 338 | ..... | 19,900 | ..... | 1 Wr. J65-W-16A @ 7,700 lb.t. |
| | A3J-1 | Vigilante | AW Attack | 2 | 53' | 73' | 20' | ..... | ..... | ..... | ..... | 2 GE J79-GE-2 @ 15,000 lb.t. |
| | T2J-1 | Buckeye | Trainer | 2 | 36' | 38' 8" | 14' 9" | 255 | 6,893 | 9,916 | 11,373 | 1 We. J34-WE-46 @ 3,400 lb.t. |
| Northrop Corp. <i>Hawthorne, Calif.</i> | T-38A | Talon | Trainer | 2 | 25' 3" | 44' 3" | 12' 10" | ..... | 7,200 | ..... | 11,500 | 2 GE J85-5 @ 3,850 lb.t. |
| | N-156F | Freedom Fighter | Fighter | 1 | 26' 5" | 44' 10" | 13' 2" | 173.44 | 7,596 | 12,190 | 16,230 | 2 GE J85-5 @ 3,850 lb.t. |
| Republic Aviation Corp. <i>Farmingdale, N. Y.</i> | F-105D | Thunderchief | AW Fighter Bomb. | 1 | 34' 11" | 64' 3" | 19' 8" | 385 | 28,000 | 34,000 | 46,000 | 1 P&W J75-JT 4A-29 @ 15,000+ lb.t. |
| | F-105B | Thunderchief | Fighter Bomber | 1 | 34' 11" | 63' 11" | 19' 8" | 385 | ..... | ..... | ..... | 1 P&W J75-P5 @ 20,000+ lb.t. |
| Temco Aircraft Corp. <i>Dallas, Texas</i> | TT-1 | Pinto | Trainer | 2 | 29' 10" | 30' | 10' 10" | 150 | 3,139 | 4,400 | 4,400 | 1 Con. J69-T-2 @ 920 lb.t. |

| PERFORMANCE | | | | | | ARMAMENT | CHRONOLOGY | | | | REMARKS |
|------------------------|---------------------|-----------------------------|--------------------------|----------------------|--------------------|---|---------------------------|---------------------------|-----------------------------|--|---|
| Normal fuel cap., gal. | Maximum speed, mph. | Initial rate of climb, fpm. | Stall speed, dirty, mph. | Service ceiling, ft. | Combat radius, mi. | Number, type and designation | First flight of prototype | First production contract | First deliveries to service | First flight, first production article | |
| 50 | 189 | 1,120 | 56 | 18,200 | ..... | 2 x 30 cal. mg.; 6 rockets | Dec. '48 | Nov. '52 | Sept. '53 | Oct. '53 | |
| 50 | 188 | 1,100 | 58 | 18,100 | ..... | 2 x 30 cal. mg.; 6 rockets | Dec. '48 | June '54 | Dec. '54 | Nov. '54 | |
| 230 | 230 | 1,580 | 84 | 25,500 | ..... | None | ..... | July '56 | Dec. '56 | Nov. '56 | |
| 168 | 230 | 1,463 | 84 | 23,800 | ..... | None | Dec. '58 | Feb. '58 | Feb. '59 | Feb. '59 | |
| 230 | 239 | 1,300 | 80 | 27,000 | ..... | None | Aug. '58 | June '59 | Mar. '60 | Feb. '60 | |
| ... | 600+ | ..... | .. | 40,000+ | 1,500+ | 2 x 20 mm. cannon; 20,000 lb. bombs; GAM-63 Rascal. | Dec. '47 | Sept. '48 | Oct. '51 | June '50 | Production discontinued Feb. '57. |
| ... | 600+ | ..... | .. | 50,000+ | ..... | ..... | Apr. '52 | Feb. '51 | June '54 | Aug. '54 | XB-52 contracted June '46. |
| ... | 600+ | ..... | .. | 50,000+ | ..... | ..... | ..... | Dec. '52 | Nov. '55 | Jan. '55 | Also J57-P-29W; J57-P-19W. |
| ... | 600+ | ..... | .. | 50,000+ | ..... | ..... | ..... | Dec. '53 | Jan. '56 | Mar. '56 | Also J57-P-29W. |
| ... | 600+ | ..... | .. | 50,000+ | ..... | ..... | ..... | Dec. '54 | Nov. '56 | Sept. '56 | Also J57-P-29W. |
| ... | 600+ | ..... | .. | 50,000+ | ..... | ..... | ..... | May '53 | Oct. '57 | Oct. '57 | Also J57-P-29W. |
| ... | 600+ | ..... | .. | 50,000+ | ..... | ..... | ..... | Aug. '56 | June '58 | June '58 | |
| ... | 600+ | ..... | .. | 50,000+ | ..... | 2 NAA GAM-77 Hound Dog | ..... | Sept. '57 | Oct. '58 | Oct. '58 | |
| ... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | USAF-NASA joint project. |
| 321 | 408 | 3,200 | 85 | 39,200 | 398 | None | ..... | Sept. '58 | Nov. '59 | Nov. '59 | |
| 550 | 485 | 3,650 | 87 | 46,000 | 708 | ..... | ..... | ..... | ..... | ..... |  |
| ... | 1,100 | ..... | ..... | 50,000 | ..... | 4 x 20mm. cannon; 32 x 2.75-in. rockets | Mar. '55 | June '53 | Mar. '57 | Sept. '55 | Plus 2-4 Sidewinders. |
| ... | 1,100 | ..... | ..... | ..... | ..... | 4 x 20 mm. cannon; 32 x 2.75-in. rockets | Dec. '56 | ..... | Nov. '57 | Dec. '56 | |
| ... | M<2 | ..... | ..... | ..... | ..... | ..... | Dec. '57 | Dec. '57 | ..... | Aug. '58 | Plus 2-4 Sidewinders. |
| ... | M<2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2-4 Sidewinders |
| ... | M1+ | ..... | ..... | 50,000+ | ..... | GAR-98 Falcons; 24 x 2.75-in. rockets | Oct. '53 | ..... | ..... | ..... |  |
| ... | M1+ | ..... | ..... | 50,000+ | ..... | ..... | Oct. '55 | Apr. '54 | Nov. '55 | Oct. '55 | Side-by-side seats. |
| ... | M2+ | ..... | ..... | 60,000+ | 500 | MB-1 Genie, GAR-3, GAR-4 | Dec. '56 | ..... | ..... | ..... | F-106B is tandem two-seater. |
| 1,550 | 300 | 1,370 | 92 | 24,000 | ..... | None | Sept. '49 | ..... | ..... | ..... |  |
| 15000 | M2+ | ..... | ..... | 50,000+ | ..... | Varied loads in external pods | Nov. '56 | ..... | Nov. '59 | ..... | Delta wing. |
| ... | | | | | | | | | | | |
| 4,650 | 600+ | ..... | ..... | ..... | ..... | 2 x 20-mm. cannon | June '54 | Aug. '53 | June '55 | Jan. '55 | |
| 4,489 | 600+ | ..... | ..... | ..... | ..... | 2 x 20-mm. cannon | June '54 | May '53 | Apr. '55 | Mar. '55 | |
| 4,385 | 600+ | ..... | ..... | ..... | ..... | 2 x 20-mm. cannon | Oct. '52 | Feb. '51 | Mar. '56 | Sept. '53 | |
| 800 | 650+ | ..... | ..... | ..... | ..... | 2 x 20 mm. cannon | June '54 | Nov. '52 | Oct. '56 | ..... | Also photo., ECM, tanker and trainer versions |
| 640 | 700+ | ..... | ..... | ..... | ..... | 4 x 20 mm. cannon | ..... | ..... | ..... | ..... |  |
| ... | ..... | ..... | ..... | ..... | ..... | ..... | July '54 | ..... | Apr. '55 | May '55 | *Fixed fin area; rudder area 705 sq. ft. |
| ... | ..... | ..... | ..... | ..... | ..... | ..... | Mar. '53 | ..... | Oct. '53 | Nov. '53 | Fixed fin area; rudder area 952 sq. ft. |
| ... | ..... | ..... | ..... | ..... | ..... | ..... | Feb. '55 | ..... | May '55 | Dec. '55 | Fixed fin area; rudder area 952 sq. ft. |
| ... | ..... | ..... | ..... | ..... | ..... | ..... | July '58 | ..... | June '59 | Dec. '59 | Fixed fin area; rudder area 940 sq. ft. |
| 20 | 72 | 550 | 37 | 10,300 | ..... | ..... | 1955 | ..... | 1958 | 1958 | |
| 18 | 70 | 500 | 43 | 6,500 | ..... | ..... | 1957 | ..... | ..... | ..... |  |
| ... | 650+ | ..... | ..... | ..... | ..... | 2 x 20 mm. cannon | ..... | ..... | ..... | ..... |  |
| ... | M1+ | ..... | ..... | ..... | ..... | 4 x 20 mm. cannon | ..... | ..... | ..... | ..... | First U.S. area-ruled fighter. |
| ... | 1,000+ | ..... | ..... | 55,000 | ..... | 4 x 20 mm. cannon | ..... | ..... | ..... | ..... | S2F-3. |
| ... | ..... | ..... | ..... | ..... | ..... | Sonobuoy, depth charges, missiles | Dec. '52 | ..... | ..... | Dec. '59 | Large overhead radome. |
| ... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Overhead radome. |
| ... | 316 | 3,000 | ..... | 25,000 | 200 | ..... | ..... | ..... | ..... | ..... | STOL capability. |
| ... | ..... | ..... | ..... | ..... | ..... | Sonobuoy, depth charges, missiles, etc. | May '59 | ..... | ..... | ..... | Low-level attack |
| ... | M2+ | ..... | ..... | 70,000+ | ..... | 1 x T-171 Vulcan; 2 x Sidewinders | Mar. '54 | Mar. '59 | Oct. '60 | Sept. '60 | Speed record, 1,404 mph.; altitude, 91,243 Ft. |
| ... | M2+ | ..... | ..... | 70,000+ | ..... | 2 x Sidewinders; 1 x T-171 Vulcan | ..... | Mar. '59 | Dec. '59 | Jan. '60 | |
| ... | M2+ | ..... | ..... | 70,000+ | ..... | 1 x T-171 Vulcan; 2 x Sidewinders | ..... | ..... | Oct. '58 | ..... |  |
| ... | M2+ | ..... | ..... | 70,000+ | ..... | 1 x T-171 Vulcan | ..... | ..... | ..... | ..... |  |
| ... | 300* | ..... | ..... | 22,000 | ..... | None | ..... | ..... | Dec. '53 | ..... | WV-2B is Navy version. |
| ... | ..... | ..... | ..... | ..... | ..... | 6 x 20 mm. cannon | May '45 | ..... | Apr. '54 | ..... | Electra re-design. |
| ... | 450+ | ..... | ..... | 55,000+ | ..... | ..... | ..... | ..... | ..... | ..... | Weather reconn. |
| 2,815 | 250 | 1,200 | 90 | 24,000 | 700 | 2 x 20 mm. cannon; 8 rockets | Aug. '53 | May '52 | June '54 | Apr. '54 | USAF-NASA joint project. |
| ... | 1,200+ | ..... | ..... | 55,000+ | ..... | 4 x 20-mm. cannon | Sept. '54 | Sept. '52 | ..... | Sept. '54 | Navy follow-on award 1/59; French order 2/59. |
| ... | 1,000+ | ..... | ..... | ..... | ..... | None | ..... | ..... | ..... | ..... | Production completed. |
| ... | 1,000+ | ..... | ..... | ..... | ..... | GAR-98 Falcons; 2 MB-1 Genie | ..... | ..... | ..... | ..... | Production completed. |
| ... | M2+ | ..... | ..... | 1,000 | ..... | 4 Sparrow III, plus Sidewinders | May '58 | ..... | ..... | ..... | Production phase-out in '59. |
| ... | M<3 | ..... | ..... | 70,000+ | 7,000+ | ..... | ..... | ..... | ..... | ..... | BLC from No. 6 onwards. |
| ... | 650+ | ..... | ..... | 45,000+ | 500+ | 6 x .50 cal. mg.; 16 x 5-in. HVAR | Apr. '53 | Dec. '57 | ..... | Sept. '53 | Program cut to 2 prototypes. |
| ... | 700 | ..... | ..... | 45,000+ | 1,150 | 4 x 20 mm. cannon | July '54 | ..... | ..... | ..... | Or 6 x .50 cal. mg. |
| ... | 650+ | ..... | ..... | 45,000+ | 500+ | 4 x 20 mm. cannon | ..... | ..... | ..... | ..... | For NATO. |
| ... | 650+ | ..... | ..... | 45,000+ | ..... | ..... | ..... | ..... | ..... | ..... | Many F-86D Conversions. |
| ... | 1,000+ | ..... | ..... | 50,000+ | 500+ | 4 x 20 mm. cannon | May '53 | Mid-'53 | Sept. '54 | ..... |  |
| ... | 1,000+ | ..... | ..... | 50,000+ | 500+ | 4 x 20 mm. cannon | Jan. '56 | ..... | Mid-'56 | ..... |  |
| ... | 1,000+ | ..... | ..... | 50,000+ | 500+ | 4 x 20 mm. cannon | Aug. '56 | May '56 | May '57 | Mar. '57 | Also Fighter-Trainer. |
| 1,185 | 1,000+ | 20,000 | ..... | 50,000+ | 1,000+ | 2 x 20 mm. cannon | Sept. '56 | ..... | ..... | ..... | To NASA for high speed research. |
| ... | 1,300+ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Design similar to B-70. |
| ... | 2,000 | ..... | ..... | 70,000+ | ..... | None | Sept. '58 | Oct. '58 | ..... | ..... | Or GE J85. |
| 850 | 575 | 5,550 | 87 | 40,000+ | 1,400 | None | Jan. '57 | ..... | ..... | ..... |  |
| ... | 687 | 7,500 | 115 | 40,000+ | ..... | 4 x 20 mm. cannon; Sidewinders | ..... | ..... | ..... | ..... |  |
| ... | M2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 381 | 492 | 5,000 | 79 | 40,000+ | ..... | 2 x .50 cal. mg.; 14 2.75-in. rockets | Jan. '58 | Sept. '56 | July '59 | Aug. '58 | Boundary layer control. Ground level ejection |
| ... | M1.2+ | ..... | ..... | 55,000 | ..... | ..... | Apr. '58 | Dec. '58 | ..... | Jan. '60 | Ground level ejection. |
| ... | M2+ | ..... | ..... | 52,200 | ..... | ..... | July '59 | ..... | ..... | ..... |  |
| ... | 72 | ..... | ..... | 50,000+ | ..... | 1 x Vulcan 20-mm. cannon; Sidewinder | Oct. '55 | ..... | ..... | June '59 | Extensive navigation, radar, fire control system. |
| ... | M2 | ..... | ..... | 50,000+ | ..... | 1 x Vulcan; 20-mm. cannon; Sidewinder | Oct. '55 | ..... | May '58 | Apr. '58 | 100 Kilo. speed record, 1,216.48 mph. |
| 124 | 325 | 1,900 | 73 | 30,000 | 276 | None | Mar. '56 | June '56 | Nov. '57 | Nov. '57 | Tandem seats. |

U.S. Missiles

| Category | GENERAL | | | | STATUS | | | | AIRFRAME | | | | | |
|---------------------------------------|--------------------------------------|-------------------------------------|------------------------------|---|-------------------------------------|---------------------|---------------------|--------------------------------------|---|------------------------------------|-----------------------------------|--------------------------|----------------------------------|--------------|
| | Missile name | Military designation | Cognizant service | Prime contractor | Research | Development | Production | Service Use | Manufacturer | Over-all length, less booster, ft. | Over-all span, wings or fins, ft. | Body diameter, ft. | Launching wt., less booster, lb. | |
| Air-to-Air | Eagle | XAAM-N-10 | Navy | Bendix | ✓ | ✓ | .. | .. | Grumman | .... | .... | .... | .... |  |
| | Falcon | GAR-1, 2, 3, 4, 9, 11 | USAF | Hughes | .. | .. | ✓ | ✓ | Hughes | 6.5 | 1.8 | 0.5 | 100 | |
| | Genie | MB-1 | USAF | Douglas | .. | .. | ✓ | ✓ | Douglas | 8 | .... | .... | .... |  |
| | Sidewinder 1A Sidewinder 1C | AAM-N-7 | Navy Navy | Philco/G.E. Philco | .. .. | .. ✓ | ✓ ✓ | ✓ .. | ..... ..... | 9 .... | .... | 0.4 | 155 | |
| | Sparrow I Sparrow III | AAM-N-2 AAM-N-6 | Navy Navy | Sperry Raytheon | .. .. | .. ✓ | .. ✓ | ✓ ✓ | Sperry Raytheon | 12 12 | 3.3 | 0.8 | 300 350 | |
| | Air-to-Surface | Bold Orion Bullpup | ASM-N-7 GAM-83A | USAF Navy/USAF | Martin | ✓ .. | | .. ✓ | .. ✓ | Martin Martin | 11 | 3 | 1 | 571 |
| Corvus | | XASM-N-8 | Navy | Temco | .. | ✓ | .. | .. | Temco | .... | .... | .... | .... |  |
| Crossbow Gimlet |  | ..... | ..... | Northrop | .. | ✓ | .. | .. | ..... | .... | .... | .... | .... |  |
| Hound Dog Quail | | GAM-77 GAM-72 | Navy USAF USAF | NAA McDonnell | ✓ .. .. | ✓ .. .. | .. ✓ ✓ | .. .. .. | ..... NAA McDonnell | 40 10 | 7 | 1.5 | 1,100 | |
| Rascal Sky Bolt Wagtail Zuni | | GAM-63 GAM-87A | USAF USAF USAF Navy | Bell Aircraft Douglas Minn.-Honeywell. | .. ✓ | ✓ | ✓ | ✓ | Bell Aircraft Douglas | 32 9 | 0.4 | 4 107 | 107 | |
| Anti-Submarine | | Able | | Navy | Avco | .. | .. | ✓ | ✓ | | 8.5 | | 1.1 | 500 |
| | | Asroc Subroc | | Navy Navy | Minn.-Honeywell Goodyear | .. ✓ | .. ✓ | ✓ .. | | Minn.-Honeywell Goodyear | | | | |
| Surface-to-Air | | Bomarc | IM-99B | USAF | Boeing | .. | ✓ | ✓ | .. | Boeing | 4.5 | 18.2 | 3 | 16,000 |
| | Hawk | XM3 | Army | Raytheon | ✓ | ✓ | ✓ | .. | Nortronics/Raytheon | 16 | 4 | 1.2 | 1,250 | |
| | Mauler | ..... | Army | ..... | ✓ | .. | .. | .. | ..... | .... | .... | .... | .... |  |
| | Nike Ajax Nike Hercules | XM6E3 | Army Army | Western Electric Western Electric | .. .. | .. .. | .. ✓ | ✓ ✓ | Douglas Douglas | 21 27 | .... .... | 1 2.5 | .... .... |  |
| | Nike Zeus Redeye | ..... | Army | Western Electric | .. | ✓ | .. | .. | Douglas | .... | .... | .... | .... |  |
| | Talos Tartar | SAM-N-6 | Army/USMC Navy | Convair/ARGMA Bendix Convair | ✓ .. .. | ✓ .. ✓ | .. ✓ ✓ | .. .. .. | ..... McDonnell Convair | 4 20 15 | .... .... .... | 0.25 2.5 1.5 | 20 3,000 | |
| | Terrier | SAM-N-7 | Navy | Convair | .. | .. | ✓ | ✓ | Convair | 15 | .... | 1.5 | 3,000 ¹ | |
| | Davy Crockett | ..... | Army | ..... | .. | ✓ | .. | .. | ..... | .... | .... | .... | .... |  |
| Surface-to-Surface | Atlas | SM-65 | USAF | Convair | .. | ✓ | ✓ | ✓ | Convair | 82 | .... | 10 | 265,000 ¹ | |
| | Clam Slam | ..... ..... | USAF USAF | Chance Vought | ✓ ✓ | .. .. | .. .. | .. .. | ..... ..... | .... .... | .... .... | .... .... | .... .... |  |
| | Cobra | ..... | USMC | Daystrom | ✓ | ✓ | ✓ | .. | Daystrom | 2.6 | 1.1 | 0.3 | 20 | |
| | Corporal | M2 | Army | Firestone/Gilfillan | .. | .. | ✓ | ✓ | Firestone | 46 | .... | 2.5 | 12,000 | |
| | Honest John | M31 | Army | Emerson Elec./Douglas | .. | .. | ✓ | ✓ | Emerson Elec./Douglas | 27 | 8 | 2.5 | 6,000 | |
|  | ..... | XM50 | Army | Emerson Elec./Douglas | .. | .. | ✓ | .. | Douglas | 25 | 4.5 | 2 | .... |  |
| | Jupiter Lacrosse | M4E2 | Army/USAF Army | Chrysler Martin | .. .. | .. .. | ✓ ✓ | ✓ ✓ | Chrysler Martin | 59 19 | 9 | 9 1.7 | 110,000 2,300 | |
| | Little John Lobber | XM51 | Army | Emerson Elec. | .. | ✓ | ✓ | ✓ | Emerson Elec. | 15 | 2 | 1 | .... |  |
| | Mace | TM-76 | USAF | Convair Martin | .. .. | ✓ .. | ✓ ✓ | .. ✓ | Convair Martin | 9 44 | 23 | 4.5 | 14,000 ¹ | |
| | Matador | TM-61 | USAF | Martin | .. | .. | .. | ✓ | Martin | 40 | 29 | 4.5 | 12,000 | |
| | Minuteman | WS-133A | USAF | Boeing | .. | ✓ | .. | .. | ..... | .... | .... | .... | .... |  |
| | Pershing Polaris | FBM | Army Navy | Martin Lockheed | ✓ .. | ✓ ✓ | .. ✓ | .. .. | Martin Lockheed | 28 | .... .... | .... .... | .... 28,000 | |
| | Redstone Regulus I | SSM-N-8a | Army Navy | Chrysler Chance Vought | .. .. | .. .. | ✓ ✓ | ✓ ✓ | Chrysler Chance Vought | 63 33 | 21 | 6 | 61,000 12,000 | |
| | Regulus II Sergeant Shillelagh | SSM-N-9a | Navy Army Army | Chance Vought JPL/Sperry Aeronutronics | .. .. .. | .. ✓ ✓ | .. ✓ .. | ✓ .. .. | Chance Vought Sperry | 57 30 | 20 6 | 3 | 22,000 | |
| | Snark Thor Titan | SM-62 SM-75 SM-68 | USAF USAF USAF | Northrop Douglas Martin | ✓ | ✓ | ✓ ✓ ✓ | ✓ | Northrop Douglas Martin | 67 62 90 | 42 | 15 8 10 | 50,000 110,000 222,000 | |
| | Abbreviations: | | | | ADC — Aerophysics Development Corp. | | | | BuOrd — Bureau of Ordnance | | | | | |
| | ABL — Allegany Ballistics Labs | | | | APL — Applied Physics Laboratory | | | | FTL — Federal Telecommunications Laboratory | | | | | |
| | ABMA — Army Ballistic Missile Agency | | | | Army Ord — Army Ordnance | | | | GE — General Electric | | | | | |
| AC — AC Spark Plug | | | | BuAer — Bureau of Aeronautics | | | | GFE — Government furnished equipment | | | | | | |

| POWERPLANT | | | | GUIDANCE | | PERFORMANCE | | REMARKS |
|----------------------------|----------------|--------------------|-------------------|---------------------------|-------------------------------------|---------------------|-----------------------|--|
| Manufacturer | No. of engines | Engine designation | Rated thrust, lb. | Manufacturer | Type of guidance | Maximum Mach number | Maximum range, n. mi. | |
| Aerojet-General | 1 | spr. | | Bendix | Active radar homing | | 30+ | Long range missile for subsonic aircraft platforms; will have nuclear warhead. GAR-3 and -4 are advanced versions of GAR-1 and -2; 1 and 3 use radar; 2 and 4, infrared. GAR-9 will have longer range and nuclear capability. GAR-11 was for F-108. Nuclear warhead; guided version under development. Developed by NOTS; GAR-8 is USAF version. Advanced Sidewinder under development at NOTS; greater speed and range; formerly called Diamondback. Being replaced by Sparrow III. All weather, all aspect capability; carried in 4's. |
| Thiokol | 1 | spr. | ..... | Hughes | Semi-active homing/infrared | ..... | ..... |  |
| Aerojet-General | 1 | spr. | ..... | ..... | Unguided | ..... | 1.5 | |
| Naval Powder Factory | 1 | spr. | ..... | Philco/G.E. Philco | Infrared Infrared | ..... | 2 | |
| Aerojet-General | 1 | spr. | ..... | Sperry Raytheon | Beam rider Semi-active radar homing | 2+ 2+ | 5+ | |
| Thiokol | 1 | spr. lpr. | | Martin | Command | 1.8 | 3 | Test vehicle for ALBM. Some early Bullpups still using spr. engines; GAM-83B in R&D. White Lance is USAF version. Stand-off missile for carrier aircraft; prepackaged lpr. engine Patriot. |
| Thiokol | .. | lpr. | ..... | Texas Instr./W. L. Maxson | ..... | 1+ | ..... |  |
| ..... | ..... | ..... | ..... | ..... | Homes on enemy radar Unguided | ..... | ..... |  |
| P&W | 1 | J52 tj. | 7,500 | Autonetics | Inertial | ..... | 500+ | |
| GE | 1 | J85 tj. | 2,500 | ..... | ..... | 0.9 | 200 | |
| Bell Aircraft | 3 | lpr. | 12,000 | Bell Aircraft | Radar-command | 1.5 | 100 | For B-52G. Also Green Quail; diversionary missile for B-47; B-52. For B-47. Air launched ballistic missile, GE nose cone. |
| Aerojet-General | .. | spr. | ..... | Nortronics | ..... | ..... | 1,000 | |
| | 1 | spr. | | Minn.-Honeywell | Inertial Unguided | 3 | | Five inch folding fin rocket developed by NOTS to replace WW II HVAR; also air-to-air. |
| | .. | | | | | | | Fired from gun launchers on destroyer escorts and frigates; variable range. Developed by NOTS. Fired through torpedo tubes; developed by Naval Ordnance Laboratory. |
| Thiokol | .. | spr. spr. | ..... | Kearfott/Librascope | ..... | ..... | ..... |  |
| Marquardt | 2 | RJ43-MA-3rj. | 10,000 | Westinghouse | SAGE/active radar homing | 2+ | 400 | Spr. booster; replaces shorter range IM-99A with lpr. booster. Low altitude complement to Nike; mobile or fixed site launchers. Effective at intermed. altitudes. Truck transportable tactical weapon for use against low flying aircraft. One spr. booster. Four 14.5-ft. Ajax spr. boosters. Anti-missile missile. Shoulder-fired weapon for low flying aircraft. Also surface-to-surface; uses spr. booster. Smaller version of original Terrier; designed for destroyer use; dual thrust motor. Advanced Terrier now in production; improved guidance; 20-mi. range; spr. booster. Tactical nuclear weapon; man-transportable. |
| Aerojet-General | 1 | XM22E5 spr. | ..... | Raytheon | Semi-active radar homing | ..... | 22 | |
| | | | | | | | | |
| Aerojet-General | 1 | lpr. | 2,600 | Western Electric | Command | ..... | 25 | |
| Thiokol | 1 | spr. | ..... | Western Electric | Command | ..... | 75+ | |
| Gr. Central/Thiokol | .. | spr. | ..... | Bell Tel./Sanders Assoc. | Command | ..... | ..... |  |
| ..... | ..... | ..... | ..... | Philco/Convair | Infrared | ..... | ..... |  |
| McDonnell | 1 | rj. | ..... | Sperry | Beam rider/semi-active hom'g | 2+ | 65+ | |
| Aerojet | 1 | spr. | ..... | Raytheon | ..... | 1+ | 10 | |
| Atlantic Research | 1 | spr. | ..... | Sperry | Beam rider | 2.5 | 10 | |
| | | | | | | | | |
| Rocketdyne | 3 | lpr. | 360,000 | GE/Burroughs/Arma | Radar-command; inertial | 20 | 5,500+ | Two 150,000-lb. thrust lpr. boosters; one 60,000-lb. sustainer, GE MK. III nose cone. Possible chemical forerunner to nuclear Slam. Supersonic low alt; NAA & Convair have study contracts. Wire-guided anti tank missile; made under license from Boelkow, KG, West Germany. Nuclear and all-weather capability; deployed in Europe. Highly mobile tactical weapon; deployed in Europe, Japan; GE arming & fuzing. Improved Honest John with greater range, accuracy. IRBM developed by Army, used by Air Force. Close tactical support; GE arming & fuzing. Close tactical support; GE arming & fuzing. Supply missile project; 50 lb. payload. Improved Matador; high-low altitude capability; spr. booster. Tactical weapon; deployed in Europe, Taiwan, Korea; spr. booster. Will be launched from railroad cars, underground silos; Avco nosecone. Selective range ballistic missile. Launched from subs using Ship's Inertial Navigation System developed by Sperry; 3,000-mi. model planned. Deployed in Europe; 1st stage: Mercury capsule. Production ended; nuclear capability; spr booster. Improved Regulus I; limited production. Air transportable; will replace Corporal. Close-in support of troops. Two spr. boosters; first. First units in England; GE nose cone. Avco nose cone; range may reach 9,000 mi., |
| | | | | | | | | |
| Marquardt | 1 | RJ Nuclear rj. | ..... | ..... | Command/inertial | 1+ | 5,500 5,500+ | |
| ..... | 2 | spr. | 17.6 | ..... | Command | 0.3 | 1.0 | |
| Ryan | 1 | lpr. | 20,000 | Gillfillan | Command | 3 | 75 | |
| Hercules | 1 | spr. | ..... | ..... | Unguided | ..... | 15 | |
| Hercules | 1 | XM31E2 | ..... | ..... | Unguided | ..... | ..... |  |
| Rocketdyne | 1 | lpr. | 150,000 | Ford Instrument | Inertial | 12 | 1,500 | |
| Thiokol | 1 | M-10E1 spr. | ..... | Martin | Command | ..... | 20 | |
| Hercules | 1 | XM26E1 spr. | ..... | ..... | Unguided | ..... | ..... |  |
| ..... | 1 | spr. | ..... | ..... | ..... | 2 | 15 | |
| Allison | 1 | J33-A-41 tj. | 5,200 | Goodyear/AC | ATRAN/Inertial | 0.9 | 650+ | |
| Allison | 1 | J33-A-37 tj. | 3,700 | GFE/Martin | MSQ radar/Shanicle | 0.9 | ..... |  |
| Thiokol, Aerojet, Hercules | 3 | spr. | ..... | NAA Autonetics | Inertial | 20 | 5,500+ | |
| Thiokol | 2 | spr. | ..... | Bendix | Inertial | ..... | 420 | |
| Aerojet-General | 2 | spr. | ..... | GE | Inertial | ..... | 1,200 | |
| Rocketdyne | 1 | lpr. | 78,000 | Ford Instr. | Inertial | ..... | 200 | |
| Allison | 1 | J33-A-18A tj. | 4,600 | Sperry | Command | 0.9 | 500 | |
| GE | 1 | J79-GE-3 tj. | 10,000+ | AC | Command or inertial | 2+ | 1,000+ | |
| Thiokol | 1 | spr. | ..... | Sperry | Inertial | ..... | 200 | |
| | | | | | | | | |
| P&W | 1 | J-57 | 15,000 | Nortronics | Stellar inertial | 0.9 | 5,500 | |
| Rocketdyne | 1 | lpr. | 150,000 | AC | Inertial | ..... | 5,500 | |
| Aerojet-General | 3 | lpr. | 880,000 | AC/BTL/Rem. Rand/IBM | Radar-command, inertial | 20 | 5,500 | |

Gr. Central — Grand Central Rocket Co.
ICBM — Intercontinental ballistic missile
IRBM — Intermediate range ballistic missile
JPL — Jet Propulsion Laboratory

lpr — liquid propellant rocket
MIT — Mass. Institute of Technology
NOTS — Naval Ordnance Test Station

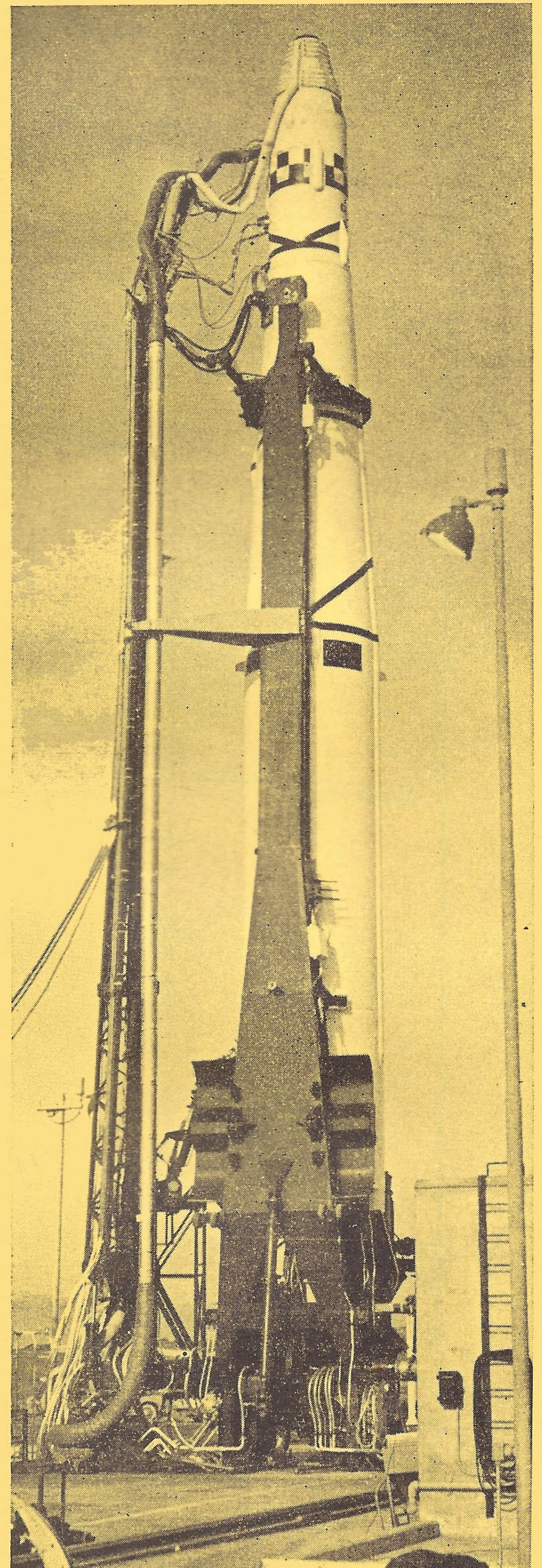
RMD — Reaction Motors Div. of Thiokol Chemical Corp.
spr — solid propellant rocket
tj — turbojet

tp — turboprop
WeEI — Western Electric
1 Gross takeoff weight

U.S.—U.S.S.R: Satellites and Space Probes

| Name | Origin | Launch Date | Lifetime or End | Dimensions (in.) length x diam. | Weight lb. | Initial Altitude (miles) | | Period (min.) | Inclination to Equator (degrees) |
|-----------------|----------|---------------|---------------------------------|---|--------------------------------|----------------------------------|-----------------------------|-----------------------------|----------------------------------|
| | | | | | | Perigee | Apogee | | |
| Sputnik I | U.S.S.R. | Oct. 4, '57 | Jan. 4, '58 | 22.8 | 184 | 142 | 588 | 96.2 | 64.3 |
| Sputnik II | U.S.S.R. | Nov. 3, '57 | Apr. 13, '58 | ..... | 1,120 | 140 | 1,038 | 103.7 | 65.4 |
| Explorer I | U. S. | Jan. 31, '58 | 3-5 years | 80 x 6 | 30.8 | 224 | 1,573 | 114.8 | 33.3 |
| Vanguard I | U. S. | Mar. 17, '58 | 2,000 years | 6.4 | 3.25 | 409 | 2,453 | 133.8 | 34.3 |
| Explorer III | U. S. | Mar. 26, '58 | June 27, '58 | 80 x 6 | 31.0 | 121 | 1,746 | 115.9 | 33.4 |
| Sputnik III | U.S.S.R. | May 15, '58 | Est. Mar. 1959 | 141 x 68 (at base) | 7,000 (payload 2,925) | 135 | 1,167 | 106 | 65.3 |
| Explorer IV | U.S. | July 26, '58 | 1 year | 80.4 x 6.3 | 38.4 | 162.9 | 1,380 | 110.2 | 50.3 |
| Pioneer I | U.S. | Oct. 11, '58 | 43 hr. 17.5 min. | 30 x 29 | 84.4 | ..... | ..... | ..... | ..... |
| Pioneer III | U.S. | Dec. 6, '58 | 38 hr. 6 min. | 23 x 10 | 12.95 | ..... | 63,580 | ..... | ..... |
| Project Score | U.S. | Dec. 18, '58 | Jan. 21, '59 | 1020 x 120 | 8,750 (payload 150) | 114.5 | 928 | 100 | 32.3 |
| Mechta | U.S.S.R. | Jan. 2, '59 | ..... | ..... | 3,245 (payload 796.67) | 91 million (perihelion) | 122.5 million (aphelion) | 450 days | ..... |
| Vanguard II | U.S. | Feb. 17, '59 | 200 years | 20 | 23.7 | 347 | 2,046 | 125.9 | 32.9 |
| Pioneer IV | U.S. | Mar. 3, '59 | ..... | 20 x 9 | 13.4 | 91.7 million (perihelion) | 106.1 million (aphelion) | ..... | ..... |
| Discoverer I | U.S. | Feb. 28, '59 | Mar. 5, '59 | 19.2 x 5 | 8,500 | 99 | 605 | 95.9 | 3 deg. off N-S axis |
| Discoverer II | U.S. | Apr. 13, '59 | Apr. 26, '59 | 230.4 x 60 with 27 x 33 capsule | 195 (capsule) | 142 | 220 | 90.5 | Polar |
| Explorer VI | U.S. | Aug. 7, '59 | 1 year | 29 x 26 (four solar paddles 18 x 18) | 142 | 156 | 26,357 | 12.5 hr. | 46.9 |
| Discoverer V | U.S. | Aug. 13, '59 | ..... | Same as Discoverer II | 1,700 incl. 300 lb. capsule | 136 | 450 | 94 | Polar |
| Discoverer VI | U.S. | Aug. 19, '59 | ..... | Same as Discoverer II | 1,700 incl. 300 lb. capsule | 139 | 537 | 95.3 | ..... |
| Lunar Probe | U.S.S.R. | Sept. 12, '59 | Impact on moon Sept. 13, '59 | ..... | 858.4 | ..... | ..... | Flight time about 35 hr. | ..... |
| Vanguard III | U.S. | Sept. 18, '59 | 30-40 years | 20 in. sphere with 26-in. tapered tube | 100 (payload 50) | 319 | 2,329 | 130.2 | 33.3 |
| Lunar Probe | U.S.S.R. | Oct. 4, '59 | ..... | ..... | 614 | 24,840 (initial) | 292,000 | 15 day (initial) | ..... |
| Explorer VII | U.S. | Oct. 13, '59 | 20 years | 30 x 30 | 91.5 | 342 | 680 | 101.3 | 50.3 |
| Discoverer VII | U.S. | Nov. 7, '59 | ..... | Same as Discoverer V | 1,700 incl. 300 lb. capsule | 104 | 550 | 95 | Polar |
| Discoverer VIII | U.S. | Nov. 20, '59 | ..... | Same as Discoverer II | 1,700 incl. 300 lb. capsule | 120 | 1,000 | ..... | Polar |
| Transit | U.S. | ..... | ..... | 36 | 265 | ..... | ..... | ..... | ..... |
| Midas | U.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Samos | U.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Courier | U.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Decree | U.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Steer | U.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Mercury | U.S. | ..... | ..... | ..... | 2,400 | 110 (est.) | 120 (est.) | ..... | ..... |
| Tiros | U.S. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Echo | U.S. | ..... | ..... | 100 ft. inflatable sphere | ..... | 900 mi. circular orbit (est.) | ..... | ..... | Est. 50 |
| Thor-Able IV | U.S. | ..... | ..... | 26 in. plus four solar paddles | 90 | ..... | ..... | ..... | ..... |
| Nimbus | U.S. | ..... | 6 mos. | ..... | 650 | 600 N. M. (circular) | ..... | ..... | Polar |
| Nerv | U.S. | ..... | ..... | ..... | ..... | ..... | 2-10,000 (est.) | ..... | ..... |

| Launching Vehicle | | | | Remarks |
|--------------------------------|--------|--------------|--------------|---|
| Designation | Stages | Thrust (lb.) | Weight (lb.) | |
| ..... | ... | ..... | ..... | First artificial satellite; recorded internal temperatures and pressures. |
| ..... | ... | ..... | ..... | Led to discovery of significant solar influence on upper atmosphere densities. |
| Jupiter-C | 4 | 84,000 | 64,000 | Discovered Van Allen radiation belt. |
| Vanguard | 3 | 36,000 | 22,600 | Tested solar batteries; revealed pear-shaped Earth. |
| Jupiter-C | 4 | 84,000 | 64,000 | Recorded cosmic ray intensity and incidence, micrometeorite data. |
| ..... | ... | ..... | ..... | Analyzed cosmic radiation; measured tension of Earth's electrostatic field and magnetic field, atmospheric composition. |
| Jupiter-C | 4 | 84,000 | 64,000 | Measured corpuscular radiation. |
| Thor-Able I | 3 | 160,000 | 111,000 | First determination of density of micrometeors in space; first measurements of interplanetary magnetic field. |
| Juno II | 4 | 151,000 | 121,000 | Discovered 2nd radiation belt around Earth. |
| Atlas 10-B | 1½ | 360,000 | 244,000 | First time human voice beamed from outer space. Accepted and relayed messages from ground stations. |
| ..... | ... | ..... | ..... | First to reach vicinity of the moon; first man-made asteroid. |
| Vanguard | 3 | 36,000 | 22,600 | Cloud cover satellite. |
| Juno II | 4 | 151,000 | 121,000 | Earth-Moon trajectory; yielded excellent radiation data. |
| Thor-Agena | 2 | 165,000 | 108,400 | |
| Thor-Agena | 2 | 165,000 | 108,400 | Total payload weight is 440 lb. |
| Thor-Able III | 3 | 160,000 | 105,000 | Solar energy primary power source; used Telebit digital telemetry system to store, tally and transmit data. |
| Thor-Agena | 2 | 165,000 | 105,000 | Payload capsule ejected but not recovered. |
| Thor-Agena | 2 | 165,000 | 105,000 | |
| ..... | ... | ..... | ..... | Traveled 236,875 miles. Impact velocity more than 2 mi. sec. |
| Vanguard | 3 | 39,000 | 22,600 | Measuring earth's magnetic field, intensity of solar x-rays, and frequency of micrometeorite impacts. |
| ..... | ... | ..... | ..... | Took first picture of far side of the moon. |
| Juno II | 4 | 151,000 | 121,000 | Studied direct solar radiation. |
| Thor-Agena | 2 | 165,000 | 108,400 | Launched from Pacific Missile Range into polar orbit. |
| Thor-Agena | 2 | 165,000 | 108,400 | Capsule ejected 26 hrs. after launch; missed target area, was not found. |
| Thor-Able | 2 | 160,000 | 105,000 | NAVY/ARPA developmental navigation satellite. |
| Thor-Agena B and Atlas-Agena B | 2 | ..... | ..... | USAF infrared early warning satellite. |
| Thor-Agena B and Atlas-Agena B | 2 | ..... | ..... | USAF reconnaissance satellite. |
| ..... | ... | ..... | ..... | ARPA developmental teletype repeater communication satellite. |
| ..... | ... | ..... | ..... | ARPA developmental 24-hr. orbit communications satellite. |
| ..... | ... | ..... | ..... | ARPA developmental polar communications satellite. GE vehicle; Bendix communications equip. |
| Atlas D | 1½ | 360,000 | 244,000 | Manned orbital capsule, planned for launch by NASA in 1961. |
| Thor-Able | 2 | 160,000 | 105,000 | NASA meteorological satellite with two television cameras. |
| Delta | 3 | 160,000 | 105,000 | NASA passive communications satellite launch vehicle is modified Thor-Able. |
| Thor-Able | 3 | 160,000 | 105,000 | NASA solar satellite; to travel between orbits of venus, earth and test radio communications at 50 million mi. or more. |
| Thor-Agena B | 2 | 180,000 | 113,000 | Earth-oriented meteorological satellite using advanced televisions, scanning and non-scanning infrared; spectrometer and radar on later versions. |
| Argo D4 | 4 | ..... | ..... | Deep space probe to measure earth radiation belt; GE developing for NASA. |



Thor/Agena for launching Discoverer IX.

U. S. Research and Test Vehicles

| CATEGORY | Vehicle name | GENERAL | | AIRFRAME | | | |
|--------------------|----------------|----------------|----------------------------------|----------------------------------|----------------------------------|--------------------|---------------------------------|
| | | User | Prime Contractor | Manufacturer | Overall length less booster, ft. | Body diameter, ft. | Launching wt. less booster, lb. |
| Satellite Vehicles | Atlas Able | USAF/NASA | STL | Convair | 99' 4" | 10 | ..... |
| | Atlas Centaur | NASA | Convair | Convair | 107' 8" | ..... | ..... |
| | Atlas-Agena | USAF/NASA | Lockheed Aircraft | Convair/Lockheed | 88' 2" | 10 | ..... |
| | Juno II | NASA | NASA Huntsville | Chrysler | 76.5 | 8.8 | 121,000 |
| | Little Joe | NASA | ..... | North American | 44.5 | 6.5 | ..... |
| | Nova | NASA | ..... | ..... | ..... | ..... | ..... |
| | Saturn | NASA | NASA-Hunts. | NASA-Hunts. | ..... | ..... | ..... |
| | Scout | NASA | Chance Vought | Chance Vought | ..... | ..... | ..... |
| | Thor-Agena | USAF/NASA | Lockheed Aircraft | Douglas/Lockheed | 79' | 8 | ..... |
| | Thor-Able | USAF/NASA | Space Technology | Douglas | 88.1 | 8 | ..... |
| Test Vehicles | Cherokee | USAF | Cook Electric | ..... | 25 | 4.2 | 4,500 |
| | Cree | USAF | Cook Electric | ..... | ..... | ..... | ..... |
| | Pogo-Hi | ..... | U. of New Mexico | ..... | ..... | ..... | ..... |
| | Skokie I | USAF | Cook Electric | ..... | 25 | 1.7 | 2,400 |
| | X-7 | USAF | Lockheed Aircraft | ..... | ..... | ..... | ..... |
| | X-17 | USAF | Lockheed Aircraft | ..... | 40 | ..... | ..... |
| | Aerobee | Army-Navy-USAF | Aerojet-General | Aerojet-General | 19 | 1.3 | ..... |
| Research Vehicles | Aerobee 75 | Army | Aerojet-General | Aerojet General | 19 | 1.2 | ..... |
| | Aerobee 150 | Navy-USAF | Aerojet-General | Aerojet-General | 21 | 1.3 | ..... |
| | Aerobee 300 | USAF | Aerojet-General | Aerojet-General | ..... | 1.3 | ..... |
| | Arcas | Navy | Atlantic Research | Atlantic Research | 6.5 | 0.4 | 77 |
| | Arcas Robin | USAF | Atlantic Research | Atlantic Research | 6 | 4.5 | 73 |
| | Arcon | NASA | Atlantic Research | Atlantic Research | 11.1 | 0.5 | 254 |
| | Asp I | Navy | Cooper Development | Cooper Development | 12 | 0.5 | 216.5 |
| | Ascamp | ..... | Cooper Development | Cooper Development | 18.3 | 0.54 | 286.5 |
| | Aspan 150 | ..... | Cooper Development | Cooper Development | 26.4 | 1.4 | 1,503 |
| | Cajun | USAF | U. of Michigan | ..... | 13.3 | 0.5 | 254 |
| | Dan | Navy | Cooper Development | Cooper Development | 27 | 0.5 | 1,482 |
| | Deacon | NASA | ABL/Hercules | ABL | 9.2 | 0.5 | 153 |
| | Hasp | Navy | Cooper Development | Cooper Development | 6 | 0.3 | ..... |
| | HTV-1 HTV-2 | USAF USAF | Curtiss-Wright Curtiss-Wright | Curtiss-Wright Curtiss-Wright | 13 | 0.8 | 220 |
| | Iris | NASA | Atlantic Research | Atlantic Research | 19 | 1 | 1,2 |
| | Jason | NASA | ..... | ..... | 55 | ..... | 7,000 |
| | Nike-Nike | USAF | Marquardt | Cooper Development | 22.2 | 1.3 | 2,540 |
|  | ..... | AEC | Cooper Development | Cooper Development | 20.4 | 0.5 | 408 |
| | Rockair | Navy | ..... | ..... | 4 | 0.2 | 18 |
| | Rockaire | USAF | Douglas | ..... | 8.9 | 0.8 | 181 |
| | Roksonde 200 | ..... | Cooper Development | Cooper Development | 8.7 | 0.25 | 23 |
| | Wasp | Navy | Cooper Development | Cooper Development | ..... | ..... | ..... |

| POWERPLANT | | | | REMARKS |
|---|------------------|--|------------------------------------|---|
| Manufacturer | No. of engines | Engine Designation | Rated thrust, lb. | |
| N.A.A. Rocketdyne Aerojet-General Allegany Ballistic Lab. STL | 3 1 1 1 | lpr AJ-10 lpr ABL-248 spr spr | 360,000 7,500 2,500 | Also known as Able IV Atlas; 4th stage retrorocket; carrier for NASA lunar vehicle. |
| Rocketdyne; P&W | 5 | lpr | 390,000 | High energy general-purpose space vehicle; Convair 2nd stage. |
| N.A.A. Rocketdyne Bell Aircraft | 3 1 | lpr epr | 360,000 | Reconnaissance satellite; will use Atlas I launch vehicle for Midas and Samos satellites, NASA satellites and probes. |
| N.A.A. Rocketdyne JPL | 1 15 | lpr spr | 150,000 1,000 | Four-stage carrier for Pioneer III and for lunar probe and satellites; first stage a modified Jupiter; upper stages scaled down Sergeant rockets. |
| Thiokol | 8 | spr | 360,000 | Used in testing Mercury capsule. |
| N.A.A. Rocketdyne N.A.A. Rocketdyne | 4 1 | lpr lpr | 6,000,000 1,500,000 | Up to five stages depending upon mission; stages 3 and 4 liquid hydrogen and oxygen; 5th storable lpr engine; 1st launch 1968. |
| N.A.A. Rocketdyne | 8 | lpr | 1,500,000 | Super booster now in R&D phase. Up to 5 stages; all upper stages hydrogen and oxygen; 1st launch 1962. |
| Aerojet-General Thiokol Hercules | .. .. .. | ..... ..... ..... | ..... ..... ..... | Basic mission is to place 150-lb. payload in a 300-mi. orbit |
| N.A.A. Rocketdyne Bell Aircraft | 1 1 | lpr lpr | 150,000 | Two-stage carrier for Discoverer satellite; will use Thor 1st stage, engine developed by Bell for B-58 pod as 2nd stage. Agena B will have increased thrust, restart capability. |
| N.A.A. Rocketdyne Aerojet-General Allegany Ballistic Lab. Thiokol Chemical | 1 1 1 1 | lpr AJ-10 lpr spr ABL-248 spr | 150,000 7,500 2,500 | Also known as Able I; carrier for Pioneer II lunar probe; 2nd stage is Vanguard 2nd stage; 4th stage is Falcon motor used as a retrorocket. Thor-Delta has guidance in 2nd stage. |
| ..... | 1 | spr | 50,000 | Test vehicle for ejection seat development; air launched. |
| ..... | .. | ..... | ..... | Supersonic vehicle will be used by WADD to test 14-18 in. parachutes for missiles, drones and escape capsules. |
| ..... | .. | ..... | ..... | Infra-red, high altitude target for heat-homing missiles. |
| ..... | 3 | spr | 33,000 | Air-launched parachute test vehicle; Skokie II is Mach 2 version. |
| ..... | 1 | rj | ..... | Ramjet engine test pod. |
| Thiokol Chemical | 5 | spr | ..... | Three-stage re-entry test vehicle. |
| Aerojet-General | 1 | lpr | 4,000 | Sounding rocket; 150-lb payload to 70 mi. |
| Aerojet-General | 1 | dual thrust spr | ..... | Sounding rocket; 90-lb. payload to 75 mi. (Aerobee Hawk). |
| Aerojet-General | 1 | lpr | 4,100 | Was Aerobee-Hi; 150-lb. payload to 150 mi. |
| Aerojet-General | 1 1 | lpr spr | 4,100 | Sounding rocket; 50-lb. payload to 300 mi. |
| Atlantic Research | 1 | spr | 350 | Sounding rocket; 12-lb. payload to 40 mi. altitude. |
| Atlantic Research | 1 | spr | 350 | Sounding rocket; 8-lb. payload to 40 mi. altitude. |
| Atlantic Research | 1 | spr | 945 | Sounding rocket; 40-lb. payload to 61 mi. altitude. |
| Cooper Development | 1 | spr | 5,850 | Sounding rocket; 10-85-lb. payload to 130,000-230,000 ft. altitude; Asp IV has 550,000-ft. altitude capability. |
| ..... | 2 | spr | ..... | Will carry 10-70 lb. payloads to 50-150 mi. altitude. Nike Ascamp uses Nike booster to carry 20-70 lb. payload to 250-400 mi. altitude. |
| ..... | 2 | spr | ..... | Will carry 20-80 lb. payload to 125-200 mi. altitude; Aspan 300 to 225-425 mi. altitude. |
| Thiokol Chemical | 1 | spr | 8,300 | Nike-Cajun offered by Cooper Development uses Nike JATO M-5 as booster. |
| ..... | 1 1 | Nike JATO M-5 Deacon spr | ..... ..... | Two-stage sounding rocket; 50-lb. payload to 75 mi. |
| ABL/Hercules | 1 | spr | ..... | Sounding rocket. |
| Cooper Development | .. | ..... | 3,300 | Weather rocket; 35-mi. altitude capability. |
| Grand Central Grand Central/Thiokol | 11 8 | Arrow I Arrow I, Recruit | ..... ..... | Two stage spr. hypersonic test vehicle. Three stage spr. hypersonic test vehicle. |
| Atlantic Research | 1 | spr | 4,510 | Sounding rocket; 100-lb. payload to 190 mi. altitude. |
| Radford/Hercules | 5 | spr | ..... | Five-stage research vehicle; consists of Honest John, 2 Nike boosters, Recruit and T-55 engine. |
| Radford/Hercules Thiokol Chemical | 1 1 | Nike JATO M-5 spr | ..... ..... | Two-stage sounding rocket; 50-lb. payload to 105 mi. Another version of Nike Cajun. |
| JPL Cooper Development | 1 1 | 6"-427 Asp I spr | ..... ..... | Two-stage sounding rocket; recoverable payload. |
| Sunflower/Hercules | 1 | spr | ..... | 2.75-in. FFAR rocket instrumented for sounding experiments. |
| ..... | 1 | DM-16 JATO | 7,800 | Air-launched sounding rocket; 40-lb. payload. |
| ..... | 1 | spr | ..... | Can carry small payloads above 200,000 ft. |
| Cooper Development | .. | ..... | ..... | Weather sounding vehicle. |

U. S. Gas Turbine Engines

| Manufacturer and Address | Designation | Type | No. of compressor stages: axial, centrifugal | No. of turbine stages | No. of combustors | Max. power at S. L. | Specific fuel consumption at max. power, lb. hr. lb. t. or eshp. | Compression ratio at max. rpm. | Max. envelope diameter, in. | Max. envelope length, in. | Dry weight, less tailpipe, lb. | Remarks |
|---|----------------|-------|--|-----------------------|-------------------|---------------------|--|--------------------------------|---------------------------------|---------------------------|--------------------------------|---|
| Avco Manufacturing Corp. Lycoming Division Stratford, Conn. | T53-L1 | ACS | 5, 1 | 1 | | 860 shp. | 0.77 | 6 | 23 | 47.6 | 480 | HU-1A, H-43B. |
| | T53-L-3 | ACP | 5, 1 | 1 | | 960 shp. | 0.687 | 6 | 23 | 58.9 | 530 | AO-1. |
| | T53-L-5 | ACS | 5, 1 | 1 | | 960 shp. | 0.696 | 6 | 23 | 47.6 | 485 | Will power HU-1B. |
| | T55-L-1 | ACP | 7, 1 | 1 | | 1,600 shp. | 0.679 | 6.3 | 24.25 | 58.8 | 695 | Will power YHC-1B. |
| | T55-L-3 | ACS | 7, 1 | 1 | .... | 1,940 | 0.670 | 6.3 | 24.25 | 44 | 600 | |
| | T55-L-5 | ACP | 7, 1 | 1 | .... | 2,200 | 0.595 | 6.3 | 24.25 | 44 | 570 | |
| Boeing Airplane Co. Seattle, Wash. | 502-10CA | CS | 1 | 2 | 2 | 270 shp. | 0.97 | 4.1 | 24 | 41.5 | 330 | Radioplane RP-77D. Compressed air output. Helicopter type. Turboshaft. Turboprop. Turboshaft. Turboprop. Turboshaft. Turboprop. |
| | 502-10S | CS | 1 | 2 | 2 | 350 shp. | 0.90 | 4.47 | 24 | 41.5 | 325 | |
| | 502-11B | CFG | 2 | 2 | 2 | 205 air hp. | ..... | 3.5 | 28.5 | 50 | 350 | |
| | T60 (520-2) | CS | 1 | 2 | 2 | 430 shp. | 0.72 | 6.25 | 25.5 | 57.32 | 325 | |
| | 502-10V | CS | 1 | 2 | 2 | 270 shp. | 1.02 | 4.40 | 24 | 41.5 | 280 | |
| | 502-10W | CS | 1 | 2 | 2 | 325 shp. | 0.89 | 4.56 | 24 | 41.5 | 325 | |
| | 502-10WA | CS | 1 | 2 | 2 | 285 shp. | 0.93 | 4.35 | 24 | 41.5 | 300 | |
| | 520-4 | CS | 1 | 2 | 2 | 475 shp. | 0.71 | 6.52 | 25.5 | 68.67 | 325 | |
| | 520-6 | CS | 1 | 5 | 2 | 550 shp. | 0.65 | 6 | 25.5 | 57.32 | 260 | |
| | 520-8 | CS | 1 | 2 | 2 | 550 shp. | 0.65 | 6 | 25.5 | 68.67 | 275 | |
| Continental Aviation & Engr'g. Corp. Detroit, Mich. | J69-T-25 | CFJ | 1 | 1 | 1 | 1,025 lb. t. | 1.14 | | 24.9 | 50 | 364 | Cessna T-37B. |
| | J69-T-29 | ACJ | 2 | 1 | 1 | 1,700 lb. t. | 1.10 | | | 46.3 | 335 | Ryan Q-2C. |
| | T51-T-3 | CFP | 1 | 2 | 1 | 425 eshp. | 0.97 | | | 36 | 236 | 6,000 rpm. 2,100 rpm. |
| | Model 217-5A | ACP | 2 | 3 | 1 | 500 bhp. | 0.67 | ..... | 19.38 | 43.25 | 245 | |
| | Model 217-6A | ACS | 2 | 3 | 1 | 500 bhp. | 0.67 | ..... | 19.38 | 48.63 | 245 | |
| | Model 324 | ACJ | 2 | 2 | 1 | 550 lb. t. | 0.97 | | 16.4 | 56.8 | 214 | For pressure-jet helicopter. |
| | Model 320 | CFJ | 1 | 1 | 1 | 360 lb. t. | 1.23 | ..... | 16.5 | 35.5 | 158 | |
| | Model 141 | CFJ | 1 | 1 | 1 | 191 air hp. | ..... | ..... | ..... | ..... | 197 | |
| | | | 2 | 2 | 1 | | 2.08 | 2.75 | 11 | 15 | 30 | Turbo-Mite APU Gas Turbine, Direct Drive at 24,000 RPM. |
| Curtiss-Wright Corp. Wright Aeronautical Division Wood-Ridge, N. J. | J65-W-5 | AFJ | 13 | 2 | 1 | 7,200 lb. t. | | | 37.5 | 109 | 2,750 | Turbo-Mite APU Gas Turbine, Direct Drive at 24,000 RPM. |
| | J65-W-7 | AFJ | 13 | 2 | 1 | 7,800 lb. t. | ..... | ..... | 37.5 | 115 | 2,795 | |
| | J65-W-16-16A | AFJ | 13 | 2 | 1 | 7,700 lb. t. | ..... | ..... | 37.5 | 113 | 2,757 | |
| | J65-W-18 | AFJ | 13 | 2 | 1 | 10,500 lb. t. | ..... | ..... | 37.5 | 181 | 3,485 | |
|  | ..... | ..... | 2 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | J47-25 | AFJ | 12 | 1 | 8 | 7,200 lb. t. | 1.060 | 5.35 | 36.75 | 145 | 2,554 | B-47E, water/alcohol injection. F-86F, non-afterburning. F-86D, afterburner. F-86H, non-afterburning. F4H-1, A3J. F-104A, B, Regulus II. B-58. CF-104, F-104C, D, F, G; F11F-1F. F4H-1, A3J. B-70. Convair WS-125A bomber. Convair 880 jetliner. Convair 880M jetliner. Aft Fan, Convair 600 jetliner, Caravelle Mark VII. |
| | J47-27 | AFJ | 12 | 1 | 8 | 5,970 lb. t. | 1.060 | 5.35 | 36.75 | 148 | 2,607 | |
| | J47-33 | AFJ | 12 | 1 | 8 | 7,650 lb. t. | 1.15 | 5.35 | 36.75 | 228 | 3,196 | |
| | J73-3 | AFJ | 12 | 2 | 8 | 8,920 lb. t. | 0.917 | 7.0 | 36.75 | 147.2 | 3,650 | |
| | J79-2 | AFJ | 17 | 3 | 10 | 15,000 lb. t. | ..... | 12 | 38.31 | 204 | 3,200* | |
| | J79-3A | AFJ | 17 | 3 | 10 | 15,000 lb. t. | ..... | 12 | 38.31 | 204 | 3,200* | |
| | J79-5 | AFJ | 17 | 3 | 10 | 15,000 lb. t. | ..... | 12 | 38.31 | 204 | 3,200* | |
| | J79-7 | AFJ | 17 | 3 | 10 | 15,000 lb. t. | ..... | 12 | 38.31 | 204 | 3,200* | |
| | J79-8 | AFJ | 17 | 3 | 10 | 15,000 lb. t. | ..... | 12 | 38.31 | 204 | 3,200* | |
| | J93-3 | AFJ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | X211 Nuclear | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | TF35 | BPJ | 17 | 3 | 10 | 15,000 lb. t. | ..... | 12 | 32 ¹ 53 ² | 144 | 3,700 | |
| | CJ-805-3 | AFJ | 17 | 3 | 10 | 11,200 lb. t. | .806 | 12 | 32 | 189** | 2,800 | |
| | CJ-805-3B | AFJ | 17 | 3 | 10 | 11,650 lb. t. | .806 | 12 | 32 | 189** | 2,800 | |
| | CJ-805-23 | BPJ | 17 | 3 | 10 | 16,100 lb. t. | .541 | 12 | 32 ¹ 53 ² | 144 | 3,700 | |
| Small Aircraft Engine Dept. Lynn, Mass. | T58-GE-6 | AFS | 10 | 2+1 | 1 | 1,050 shp. | 0.64 | 8.3:1 | 16 | 55 | 271 | HU2K-1, HSS-2, YHC-1A, M224 (VTOL), K-16 (VTOL). |
| | T58-GE-8 | AFS | 10 | 2+1 | 1 | 1,250 shp. | 0.61 | 8.3:1 | 16 | 55 | 285 | First step growth; Qualified 1960. |
| | CT-58-100 | AFS | 10 | 2+1 | 1 | 1,050 shp. | 0.64 | 8.3:1 | 16 | 55 | 280 | Civil counterpart of T58-6, Vertol 107, Model II; S-61, S-62. |
| | J85-GE-5 | AFJ | 8 | 2 | 1 | 3,850 lb. t. | 2.20 | 7:1* | 20.2 | 104.2 | 525 | Northrop T38A, N156F. |
| | T64-GE-2 | AFS | 14 | 2+2 | 1 | 2,650 shp. | 0.506 | 12.6:1 | 30 | 91 | 854 | |
| | T64-GE-4 | AFP | 14 | 2+2 | 1 | 2,570 eshp. | 0.522 | 12.6:1 | 36 | 113 | 1,079 | T64-GE-8 Reduction gearing above engine centerline; perf. same as -4. |
| | T64-GE-6 | AFS | 14 | 2+2 | 1 | 2,650 shp. | 0.498 | 12.6:1 | 30 | 62 | 710 | Direct drive configuration. |
| | CF-700-1 | AFP** | 8 | 2 | 1 | 4,000 lb. t. | 0.69 | 7:1* | 33 | 70 | 585 | McDonnell 220C, J85 gas generator plus scaled-down version of CJ-805-23 |
| | J85-GE-7 | | | | | 2,450 lb. t. | 0.975 | | 17.7 | 42 | 325 | McDonnell GAM-72. |
| | | | | | | | | | | | | |
| Garrett Corp. AiResearch Mfg. Co. Phoenix, Ariz. | GTP70-20 | RCS | 2 | 1 | 1 | 160 shp. | 1.04 | 3.50 | 28.6 | 31.0 | 175 | Helicopter type weight includes starter motor & accessories. |
| | GTC85-135 | RCC | 2 | 1 | 1 | 210 shp. | 1.19 | 3.72 | 34.2 | 39.0 | 230 | McDonnell 120 helicopter weight includes starter motor & access. |
| | GTP225B | RCS | 2 | 1 | 1 | 308 shp. | 1.16 | 4.30 | 29.5 | 41.9 | 265 | Helicopter type weight includes starter, motor & access. |
| General Motors Corp. Allison Division Indianapolis, Ind. | J33-A-41 | CFJ | 1 | 1 | 14 | 5,100 lb. t. | 1.14 | 4.35 | 52 | 156 | 1,520 | Water/alcohol injection. Lockheed Electra. Single-stage gas producer, two-stage power turbine. Max. width 15.8 in. |
| | J71-A-2 | AFJ | 16 | 3 | ..... | 10,000 lb. t. | ..... | ..... | 43 | 285 | 4,017 | |
| | T56-A-1 | AFP | 14 | 4 | 6 | 3,750 eshp. | 0.54 | 9.25 | 40 | 145 | 1,645 | |
| | T56-A-7 | AFP | 14 | 4 | 6 | 4,050 eshp. | ..... | ..... | ..... | ..... | ..... |  |
| | T56-A-8 | AFP | 14 | 4 | 6 | 4,050 eshp. | ..... | ..... | ..... | ..... | ..... |  |
| | T56-A-9 | AFP | 14 | 4 | 6 | 3,750 eshp. | ..... | ..... | ..... | ..... | ..... |  |
| | T56-A-10W | AFP | 14 | 4 | 6 | 4,585 eshp. | ..... | ..... | ..... | ..... | ..... |  |
| | 501-D13 | AFP | 14 | 4 | 6 | 3,750 eshp. | 0.54 | 9.25 | 36 | 145 | 1,645 | |
| | T63 turboprop | ACP | 7, 1 | ..... | 1 | 250 eshp. | 0.70 | ..... | 19.5 | 38.5 | 110 | |
| | T63 turboshaft | ACP | 7, 1 | ..... | 1 | 250 hp. | 0.70 | ..... | 19.5 | 34.6 | 95 | |
| Solar Aircraft Co. San Diego, Calif. | T62 | CS | 1 | 1 | 1 | 80 shp. | 1.10 | 3.42 | 15.6 | 24.7 | 5.20 | Single shaft, constant-speed; T66 is variable speed. |

Abbreviations:

*—Approximate
ACJ—Axial-centrifugal turbojet
ACS—Axial-centrifugal shaft turbine
AFP—Axial-flow turboprop
CFJ—Centrifugal-flow turbojet
CS—Centrifugal shaft turbine

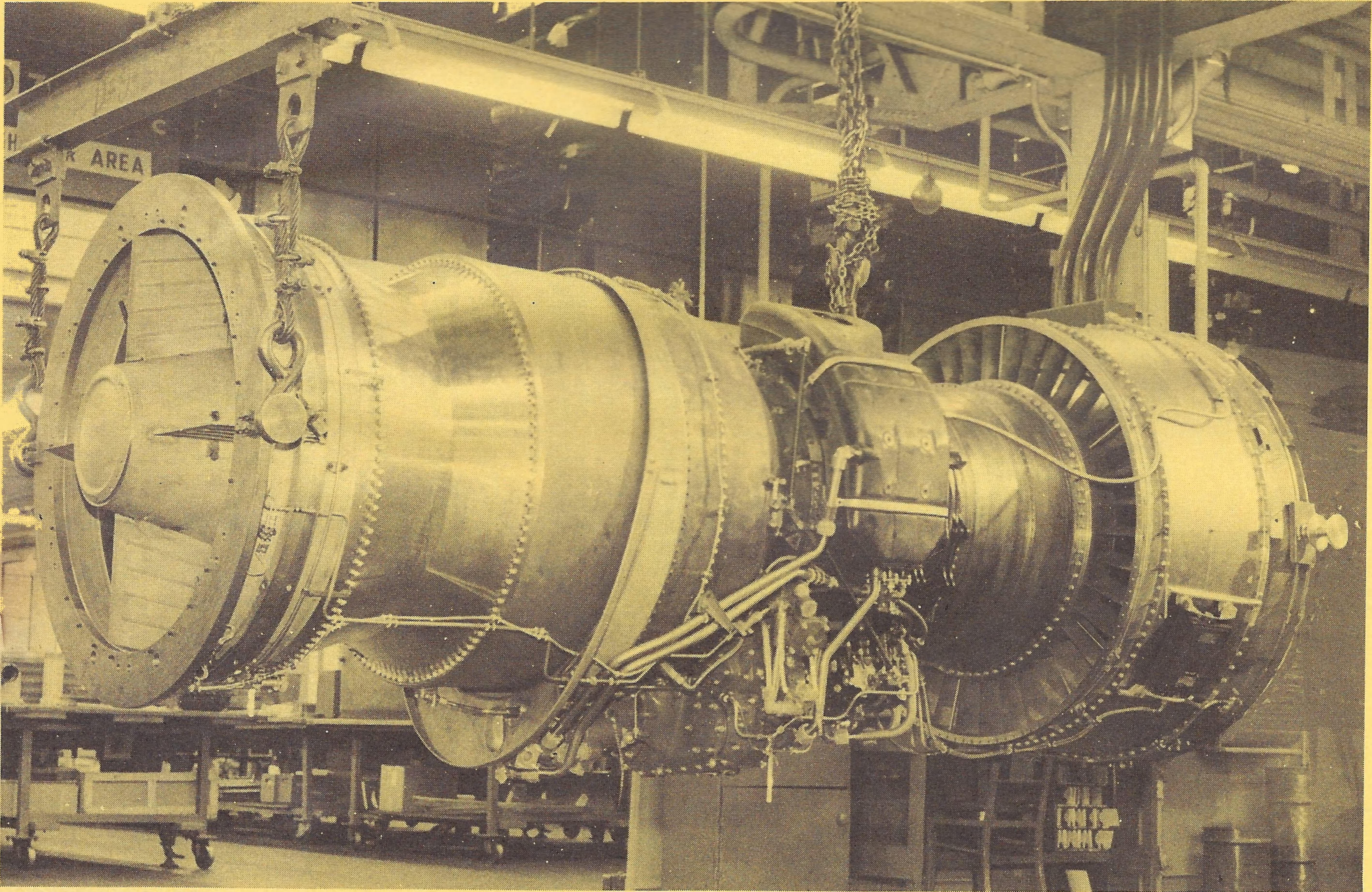
AFP—Axial-flow fan
Eshp.—Equivalent shaft horsepower
Lb. t.—Pounds thrust
Shp.—Shaft horsepower
1—Basic engine
2—Aft. Fan

● SPECIFICATIONS

| Manufacturer and Address | Designation | Type | No. of compressor stages: axial, centrifugal | No. of turbine stages | No. of combustors | Max. power at S. L. | Specific fuel consumption at max. power, lb. hr. lb. t. or eshp. | Compression ratio at max. rpm. | Max. envelope diameter, in. | Max. envelope length, in. | Dry weight, less tailpipe, lb. | Remarks |
|--|---------------|-------|--|-----------------------|-------------------|---------------------|--|--------------------------------|-----------------------------|---------------------------|--------------------------------|--|
| United Aircraft Corp. Pratt & Whitney Aircraft Division E. Hartford, Conn. | PT2G-7 | AFP | 13 | 3 | 8 | 7,500 eshp. | .55 | 6.7 | 34.06 | 155 | 2,870 | 12 weight 4,895. |
| | JT3C-12 | AFJ | 16 | 3 | 8 | 13,000 lb. t. | .82 | 13 | 38.88 | ..... | 3,495 | |
| | JT3D-3 | AFF | 15 | 3 | 8 | 18,000 lb. t. | .535 | 13 | 53 | ..... | 4,130 | |
| | JT3D-9 | AFF | 15 | 3 | 8 | 20,000 lb. t. | .595 | 13 | 53 | ..... | 5,120 | |
| | JT4A-11, -12 | AFJ | 15 | 3 | 8 | 17,500 lb. t. | .84 | 12 | 43 | ..... | 5,100 | |
| | JT12A-6 | AFJ | 9 | 2 | 8 | 3,000 lb. t. | .95 | 6.5 | 21.9 | 76 | 436 | |
| | JT12A-8 | AFJ | 9 | 2 | 8 | 3,300 lb. t. | .995 | 6.5 | ..... | ..... | 465 | |
| | JT12A-10 | AFJ | 9 | 2 | 8 | 3,000 lb. t. | .96 | 6.5 | 21.9 | 76 | 452 | |
| | J57-P-20 | J | 16 | 3 | 8 | 18,000 lb. t. | 2.35 | 13 | 38.9 | 253 | 4,750 | |
| | TF33-P-3 | AFF | 15 | 3 | 8 | 17,000 lb. t. | .52 | 13 | 53 | ..... | 3,900 | |
| | TF33-P | AFF | 15 | 3 | 8 | 18,000 lb. t. | .535 | 13 | 53 | ..... | 3,950 | JT3C-26. |
| | J60-P-3 | AFJ | 9 | 2 | 8 | 3,000 lb. t. | .96 | 6.5 | 21.9 | 76 | 436 | JT3D-2. |
| | J60-P | AFJ | 9 | 2 | 8 | 3,300 lb. t. | .995 | 6.5 | 21.9 | 76 | 440 | JT3D-4. |
| | T34-P-9W | AFP | 13 | 3 | 8 | 7,500 eshp. | 0.55 | 6.7 | 34.00 | 155.12 | 2,870 | JT12A-5. |
| | JT3C-6 | AFJ | 16 | 3 | 8 | 13,500 lb. t. | 0.775 | 13 | 38.88 | ..... | 4,234 | JT12A-7. |
| | JT3C-7 | AFJ | 16 | 3 | 8 | 12,000 lb. t. | 0.785 | 13 | 38.88 | ..... | 3,495 | PT26-6. |
| | JT3D-1 | AFF | 15 | 3 | 8 | 17,000 lb. t. | 0.52 | 13 | 53 | ..... | 4,025 | Civil J57. |
| | J57-P-43W | AFJ | 16 | 3 | 8 | 13,750 lb. t. | 0.95 | 13 | 38.9 | 167.33 | 3,870 | Civil J57. |
| | J57-P-16, -55 | AFJ | 16 | 3 | 8 | 16,900 lb. t. | 2.30 | 13 | 38.9 | 250.84 | 4,750 | Civil TF-33 turbofan. |
| | JT4A-9, -10 | AFJ | 15 | 3 | 8 | 16,800 | 0.81 | 12 | 43 | 144.1 | 5,050 | JT3C-2. |
| | J75-P-17 | AFJ | 15 | 3 | 8 | 24,500 | 2.15 | 12 | 43 | 237.6 | 5,875 | JT3C-21. |
| | J75-P-19W | AFJ | 15 | 3 | 8 | 26,500 | 2.20 | 12 | 43 | 259.3 | 5,960 | -10 weight, 4,845 lb. civil J75. |
| | J60-P | AFJ | 9 | 2 | 8 | 2,900 lb. t. | 0.93 | 6.5 | 21.9 | 76 | 436 | Afterburning JT4A-28. |
| | J60-P | AFJ | 9 | 2 | 8 | 3,900 lb. t. | 2.30 | 6.5 | 21.9 | 126 | 651 | Afterburner, water injection. JT4A-29. |
| | J58 | AFJ | ..... | ..... | ..... | 30,000+ lb. t. | ..... | ..... | ..... | ..... | ..... | JT12A-1. |
| | J52 | ..... | ..... | ..... | ..... | 7,500 lb. t. | ..... | ..... | ..... | ..... | ..... | JT12A-20. |
| Westinghouse Electric Corp. Aviation Gas Turbine Div. Kansas City, Mo. | J34-WE-34 | AFJ | 11 | 2 | 1 | 3,250 lb. t. | 1.06 | 3.85 | 27 | 122 | 1,194 | JT11. |
| | J34-WE-36 | AFJ | 11 | 2 | 1 | 3,400 lb. t. | 1.04 | 4.3 | 27 | 111.5 | 1,184 | JT8. |
| | J34-WE-46 | AFJ | 11 | 2 | 1 | 3,400 lb. t. | 1.048 | 4.3 | 27 | 111.5 | 1,210 | In T2J-1. |
| | J34-WE-48 | AFJ | 11 | 1 | 1 | 3,400 lb. t. | 1.048 | 4.43 | 27 | 111.5 | 1,175 | In T2J. |

Abbreviations:
*—Approximate
ACJ—Axial-centrifugal turbojet
ACS—Axial-centrifugal shaft turbine
AFP—Axial-flow turboprop
CFJ—Centrifugal-flow turbojet
CS—Centrifugal shaft turbine

AFF—Axial-flow fan
Eshp.—Equivalent shaft horsepower
Lb. t.—Pounds thrust
Shp.—Shaft horsepower
1—Basic engine
2—Aft. Fan



PRATT & WHITNEY JT3D TURBOFAN

Leading Foreign Gas Turbines

| Manufacturer and Address | Designation | Type | No. of compressor stages | No. of turbine stages | No. of combustors | Max. power @ S. L. | Specific fuel consumption at max. power | Compression ratio at max. rpm. | Maximum envelope diameter, in. | Maximum enve.ope length, in. | Dry weight, less tailpipe, lb. | Remarks |
|---|---------------------|-------|--------------------------|-----------------------|-------------------|-----------------------------|---|--------------------------------|--------------------------------|------------------------------|--------------------------------|---|
| CANADA Orenda Engines, Ltd. Malton, Ont. | Orenda 10 | AFJ | 10 | 1 | 6 | 6,355 lb. t. | 1.12 | 5.3 | 42 | 123 | 2,515 | |
| | Orenda 11 | AFJ | 10 | 2 | 6 | 7,275 lb. t. | 0.99 | 6.1 | 45 | 121 | 2,425 | |
| | Orenda 14 | AFJ | 10 | 2 | 6 | 7,275 lb. t. | 0.99 | 6.1 | 45 | 121 | 2,425 | |
| | Iroquois PS-13 | AFJ | 10 | 3 | An. | 20,000+lb. t. | ..... | 8 | 47 | 228 | 4,650 | |
| GREAT BRITAIN Blackburn & General Aircraft, Ltd. Brough, E. Yorkshire | Palouste 502 | CFJ | 1C | 2 | A | 2.0 lb. air/sec. | 1.48 | 3.77 | 17.5 | 33.4 | 215 | Specific fuel consumption based upon air horse power. |
| | Palouste 505 | CFJ | 1C | 2 | A | 2.7 lb. air/sec. | 1.26 | 3.81 | 17.5 | 33.4 | 213.5 | *Actual fuel consumption. |
| | Artouste 510 | CFJ | 1C | 2 | A | 2.18 lb. air/sec.+ 100 shp. | 350 lb./hr.* | 3.61 | 17.5 | 37.0 | 235 | |
| | Artouste 510 | CFJ | 1C | 2 | A | 2.6 lb. air/sec. | 320 lb./hr.* | 3.53 | 17.5 | 37.0 | 235 | *Actual fuel consumption. Length includes cone. |
| | Artouste 600 | CFJ | 1C | 2 | A | 475 shp. | 0.98 | 4.0 | 17.5 | 54.0 | 295 | |
| | Palas 600 | CFJ | 1C | 1 | A | 390 lb. t. | 1.2 | 4.09 | 17.5 | 43.5 | 170 | P. 531 helicopter. |
| | A. 129 | ACFJ | 2A, 1C | 2X1 | A | 970 shp. | 0.68 | 6.5 | 28.87 | 61.59 | 390 | |
| | Turmo 603 | CFJ | 1C | 1X1 | A | 425 shp. | 1.105 | 3.86 | 26.4 | 47.9 | 370 | |
| Bristol Siddeley Engines, Ltd. Filton, England | Double Mamba 3 | AFP | 10 | 3 | A | 3,145 eshp. | 0.72 | 5.35 | 53 | 99 | 2,180 | Gannet. |
| | Double Mamba 8 | AFP | 11 | 3 | A | 3,880 eshp. | 0.66 | 5.85 | 56 | 103 | 2,460 | Gannet. |
| | Viper 8 | AFJ | 7 | 1 | A | 1,750 lb. | 1.07 | 4.1 | 24.3 | 67 | 510 | Provost Mk. 3. |
| | Viper 9 | AFJ | 7 | 1 | A | 1,900 lb. | 1.12 | 4.25 | 24.3 | 67 | 510 | Upated ASV. 8, 326 prototype. |
| | Viper 11 | AFJ | 7 | 1 | A | 2,460 lb. | 1.04 | 4.37 | 24.5 | 64 | 549 | MB. 326 Macchi. |
| | Viper 12 | AFJ | 7 | 1 | A | 2,700 lb. | 1.08 | 4.47 | 24.5 | 64 | 549 | Upated ASV. 11. |
| | Sapphire 6 | AFJ | 13 | 2 | A | 8,200 lb. | 0.87 | 7.25 | 37.4 | 110 | 2,670 | Javelin. |
| | Sapphire 7 | AFJ | 13 | 2 | A | 11,000 lb. | 0.88 | 7.49 | 37.5 | 125 | 3,110 | Javelin, Victor. |
| | Sapphire 7R | AFJ | 13 | 2 | A | 12,230 lb. | 1.38 | 7.49 | 37.4 | 131 | 3,110 | Limited afterburner—Javelin. |
| | Proteus 705 | ACFP | 12A, 1C | 2, 2 | 8 | 3,900 eshp. | 0.62 | 7.2 | 40 | 100.6 | 3,005 | Britannia 102. |
| | Proteus 755 | ACFP | 12A, 1C | 2, 2 | 8 | 4,160 eshp. | 0.60 | 7.2 | 40 | 100.6 | 2,900 | Britannia 300. |
| | Proteus 765 | ACFP | 12A, 1C | 2, 2 | 8 | 4,445 eshp. | 0.60 | 7.2 | 40 | 100.6 | 2,900 | Britannia 250, 310, 320. |
| | Olympus 101 | AFJ | 6, 8 | 1, 1 | 10C | 11,000 lb. | .815 | ..... | 40 | 142.7 | 3,670 | Vulcan B Mk. 1. |
| | Olympus 102 | AFJ | 7, 8 | 1, 1 | 10C | 11,600 lb. | .830 | ..... | 42.4 | 146.75 | 3,800 | Vulcan B Mk. 1. |
| | Olympus 104 | AFJ | 7, 8 | 1, 1 | 10C | 13,500 lb. | ..... | ..... | 42.4 | 146.75 | ..... |  |
| | Olympus 200 | AFJ | 5, 7 | 1, 1 | 8C | 16,000 lb. | ..... | ..... | 41.6 | 139.3 | ..... |  |
| | Olympus 201 | AFJ | 5, 7 | 1, 1 | 8C | 17,000 lb. | ..... | ..... | 41.6 | 139.3 | ..... |  |
| | Orpheus 701 | AFJ | 7 | 1 | A | 4,700 lb. | 1.057 | 4.39 | 32.4 | 83.25 | 795 | Vulcan B Mk. 2. |
| | Orpheus 803 | AFJ | 7 | 1 | A | 5,000 lb. | 1.08 | 4.39 | 32.4 | 89.1 | 835 | Folland Gnat. |
| | Orpheus 100 | AFJ | 7 | 1 | A | 4,230 lb. | .964 | 4.39 | 32.4 | 85.0 | 885 | G. 91, Etendard VI, Taon, Fuji Trainer. |
| | Orpheus 12 | AFJ | 8 | 2 | A | 6,810 lb. | .967 | 5.7 | 32.4 | 95.0 | 1,110 | Gnat trainer, G. 91. |
| | Orpheus 12 SR | AFJ | 8 | 2 | A | 8,170 lb. | 1.62 | 5.7 | 32.4 | 95.0 | 1,110 | Afterburner, basic thrust 6810. |
| De Havilland Engine Co., Ltd. Leavesden, Hertsfordshire | Goblin 35 | CFJ | 1 | 1 | 16 | 3,500 lb. t. | 1.16 | 3.7 | 50 | 110 | 1,630 | DH Vampire Trainer. |
| | Ghost 103 | CFJ | 1 | 1 | 10 | 4,950 lb. t. | 1.13 | 4.5 | 53 | 129 | 2,257 | DH Venom F. B. Mk. 4. |
| | Ghost 105 | CFJ | 1 | 1 | 10 | 5,300 lb. t. | 1.13 | 4.7 | 53 | 130 | 2,135 | DH Sea Venom N.F. Mk. 22. |
| | Gyron D. Gy. 2 | AFJ | 7 | 2 | A | 20,000 lb. t. | 1.04 | ..... | 55 | 156 | 4,270 | |
| | Gyron Jr. D.G.J. 1 | AFJ | ..... | ..... | ..... | 7,000 lb. t. | ..... | ..... | 41 | 91 | ..... |  |
| | Gyron Jr. D.G.J. 10 | AFJ | ..... | ..... | ..... | 10,000 lb. t. | ..... | ..... | 40 | 92 | ..... | Bristol T188 Supersonic Research aircraft. |
| | Gnome H. 1000 | AFS | 10 | 2, 1 | 1 | 1,000 shp. | 0.67 | 8.3 | 30 | 61 | 298 | GET58-6 equiv. Westland whirlwind & various copters. |
| | Gnome P. 1000 | AFP | 10 | 2, 1 | 1 | 1,000 shp. | 0.69 | 8.3 | 32 | 76 | 555 | British design-turboprop version of T58-6. |
| | Gnome H. 1200 | AFS | 10 | 2, 1 | A. 1 | 1,250 | .63 | 8.3 | 30 | 61 | 320 | GET58-8 equiv. various copters. |
| | Gnome P. 1200 | AFP | 10 | 2, 1 | A. 1 | 1,150 | .65 | 8.3 | 32 | 76 | 630 | Turboprop version of H 1,200. |
| D. Napier & Son, Ltd. London | Eland N. El. 1 | AFP | 10 | 3 | 6 | 3,060 eshp. | 0.64 | 7 | 36 | 122 | 1,570 | Convair 340/440. |
| | Eland N. El. 3 | AFP/G | 10, 9 | 3 | 6 | 3,000 eshp. | 0.62 | 7 | 36 | 158 | 2,435 | |
| | Eland 504 | AFP | 10 | 3 | 6 | 3,500 eshp. | 0.61 | 7 | 36 | 115 | 1,820 | |
| | Eland N. El. 7 | AFP/G | 10, 9 | 3 | 6 | 3,500 eshp. | 0.60 | 7 | 36 | 158 | 2,575 | |
| | Eland E. 211 | AFP | 10 | 3 | 6 | 3,710 eshp. | 0.60 | 7 | 36 | 135 | 1,418 | Upated E 229A. |
| | Oryx N. Or. 1 | AFG | 12, 4 | 2 | 5 | 780 ghp. | 0.68 | 6 | 19 | 83 | 495 | Bristol 192. |
| | Oryx N. Or. 4 | AFG | 12, 4 | 2 | 5 | 865 ghp. | 0.65 | 6 | 19 | 83 | 495 | |
| | Oryx N. Or. 5 | AFG | 12, 4 | 2 | 5 | 950 ghp. | 0.62 | 6.1 | 19 | 83 | 515 | |
| | Gazelle N. Ga. 1 | AFP | 11 | 2+1 | 6 | 1,260 shp. | 0.71 | 6.37 | 34 | 70 | 780 | |
| | Gazelle N. Ga. 2 | AFP | 11 | 2+1 | 6 | 1,650 shp. | 0.68 | 6.37 | 34 | 70 | 830 | Twin unit for Westminster. |
| | Gazelle N. Ga. 3 | AFP | 11 | 2+1 | 6 | 1,800 shp. | 0.66 | 6.37 | 34 | 70 | 865 | |
| | Gazelle N. Ga. 4 | AFP | 11 | 2+1 | 6 | 2,000 shp. | 0.635 | 6.37 | 34 | 70 | 900 | |
| | Eland E. 229A | AFP | 10 | 3 | 6 | 3,440 eshp. | 0.62 | 7 | 36 | 135 | 1,418 | |
| | Eland 508 | AFP | 10 | 3 | 6 | 1,450 shp. | 0.61 | 7 | 36 | 115 | 1,820 | Upated 504. |
| | Gazelle N. Ga. 13 | AFP | 11 | 2+1 | 6 | ..... | 0.69 | 5.9:1 | 34 | 70 | 865 | Wessex. |
| Rolls-Royce, Ltd. Derby | Avon RA. 7 | AFJ | 12 | 2 | 8 | 7,500 lb. t. | 0.92 | 6.5 | 42 | 112 | 2,460 | Afterburner. |
| | Avon RA. 7R | AFJ | 12 | 2 | 8 | 9,500 lb. t. | 1.90 | 6.5 | 42 | 120 | 2,895 | |
| | Avon RA. 21 | AFJ | 12 | 2 | 8 | 8,000 lb. t. | 0.93 | 6.5 | 42 | 117 | 2,478 | |
| | Avon RA. 14 | AFJ | 15 | 2 | A | 9,500 lb. t. | 0.84 | 7.8 | 42 | 113 | 2,897 | |
| | Avon RA. 26 | AFJ | 15 | 2 | A | 10,000 lb. t. | 0.86 | ..... | 42 | 113 | 2,790 | Modified RA. 28 in Ryan X-13 |
| | Avon RA. 28 | AFJ | 15 | 2 | A | 10,000 lb. t. | 0.86 | ..... | 42 | 113 | 2,890 | |
| | Avon RA. 24 | AFJ | 15 | 2 | A | 11,250 lb. t. | ..... | ..... | ..... | ..... | ..... |  |
| | Avon RA. 24R | AFJ | 15 | 2 | A | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | Avon RA. 29 | AFJ | 16 | 3 | A | 10,500 lb. t. | 0.775 | ..... | 42 | 126 | 3,326 | Afterburner. |
| | Conway RCo. 11 | BPJ | ..... | ..... | A | 17,250 lb. t. | ..... | ..... | 42 | 136 | ..... | D.H. Comet, Sud Caravelle. |
| | Conway RCo. 12 | BPJ | 7+9 | 1+2 | 10 | 17,500 lb. t. | 0.725 | 14.1 | 42 | 131 | 4,504 | Boeing 707-420, DC-8. |
| | Conway RCo. 15 | BPJ | 7+9 | 1+2 | 10 | 18,500 lb. t. | 0.701 | 14.1 | 42 | 131 | 4,544 | DC-8. |
| | Conway RCo. 42 | BPJ | ..... | 1+2 | 10 | 20,250 lb. t. | 0.630 | ..... | ..... | ..... | 5,001 | Vickers VC-10. |
| | R.B. 141 | BPJ | ..... | ..... | 10 | 15,000 lb. t. | ..... | ..... | 39.4 | 114.5 | ..... | Caravelle 7. |
| | R.B. 145 | BPJ | ..... | ..... | ..... | 2,750 lb. t. | ..... | ..... | ..... | ..... | ..... | VTOL engine; Short S.C. 1. |
| | R.B. 108 | AFJ | ..... | ..... | A | 2,010 lb. t. | ..... | ..... | ..... | ..... | ..... |  |
| | R.B. 163 | BPJ | ..... | ..... | ..... | 10,100 lb. t. | ..... | ..... | ..... | ..... | ..... | DH 121. |
| | Dart Mk. 506 | CFP | 2 | 2 | 7 | 1,540 eshp. | 0.727 | 5.5 | 38 | 95 | 1,030 | Viscount 700 & 800. |
| | Dart Mk. 510 | CFP | 2 | 2 | 7 | 1,740 eshp. | 0.689 | 5.5 | 38 | 98 | 1,110 | Fokker/Fairchild F. 27. |
| | Dart Mk. 511 | CFP | 2 | 2 | 7 | 1,720 eshp. | 0.698 | 5.5 | 38 | 98 | 1,195 | |
| | Dart Mk. 520 | CFP | 2 | 3 | 7 | 1,890 eshp. | 0.7 | 5.8 | 38 | 98 | 1,250 | |
| | Dart Mk. 525 | CFP | 2 | 3 | 7 | 1,990 eshp. | 0.68 | 5.8 | 38 | 98 | 1,250 | |

Abbreviations:
A — Annular
ACFJ — axial-centrifugal turbojet
ACFP — axial-centrifugal turboprop

AFG — axial-flow gas generator
AFJ — axial-flow turbojet
AFP — axial-flow turboprop
BPJ — bypass turbojet

CFJ — centrifugal-flow turbojet
CFP — centrifugal-flow turboprop
eshp. — equivalent shaft horsepower
ghp. — gas horsepower

lb. t. — pounds thrust
1 — Lb./hr./lb. thrust
2 — Lb./hp./hr.
3 — Lb./hr.

● SPECIFICATIONS

| Manufacturer and Address | Designation | Type | No. of compressor stages | No. of turbine stages | No. of combustors | Max. power @ S. L. | Specific fuel consumption at max. power | Compression ratio at max. rpm. | Maximum envelope diameter, in. | Maximum envelope length, in. | Dry weight, less tailpipe, lb. | Remarks |
|---|---------------|-------|--------------------------|-----------------------|-------------------|----------------------|---|--------------------------------|--------------------------------|------------------------------|--------------------------------|---------------------------|
| Rolls-Royce, Ltd. (Cont'd) Derby | Dart Mk. 526 | CFP | 2 | 3 | 7 | 2,100 eshp. | 0.665 | 5.8 | 38 | 98 | 1,250 | A.W. 650 Freightcoach. |
| | Dart Mk. 527 | CFP | 2 | 3 | 7 | 2,100 eshp. | 0.665 | 5.8 | 38 | 98 | 1,260 | H.P. Dart Herald. |
| | Dart Mk. 528 | CFP | 2 | 3 | 7 | 1,960 eshp. | 0.690 | 5.8 | 38 | 98 | 1,273 | Fairchild F. 27. |
| | Dart Mk. 530 | CFJ | 2 | 3 | 7 | 2,105 eshp. | 0.660 | 5.8 | 37.9 | 98.5 | 1,250 | Viscount 833. |
| | Dart Mk. 529 | CFP | 2 | 3 | 7 | 2,100 eshp. | 0.665 | 5.8 | 38 | 98 | 1,269 | Grumman Gulfstream. |
| | Dart Mk. 21 | CFP | 2 | 3 | 7 | 2,150 eshp. | 0.610 | 5.8 | 38 | 98 | 1,240 | 1050 Alize. |
| | Dart. RDa. 10 | CFP | 2 | 3 | 7 | 2,660 eshp. | 0.64 | 6.25 | 38 | 98 | 1,323 | |
| | Dart Mk. 541 | CFP | 2 | 3 | 7 | 2,350 eshp. | 0.675 | 6.25 | 38 | 98 | 1,323 | Viscount 840. |
| | Tyne RTy. 1 | AFP | 6+9 | 1+3 | A | 4,985 eshp. | 0.499 | 13.1 | 41 | 110 | 2,220 | Vanguard. |
| | Tyne RTy. 11 | AFP | 6+9 | 1+3 | A | 5,525 eshp. | 0.48 | 13.1 | 41 | 110 | 2,124 | Vanguard. |
| | Tyne RTy. 12 | AFP | 6+9 | 1+3 | A | 5,730 eshp. | 0.449 | 13.1 | 41 | 110 | 2,220 | Canadair CL-44. |
| | Avon RA. 29/3 | AFJ | 16 | 3 | 8 | 11,700 | 0.805 | ..... | 42 | 113.3 | 3,387 | Caravelle 3. |
| | Avon RA. 29/6 | AFJ | 17 | 3 | 8 | 12,500 | 0.762 | ..... | 42 | ..... | 3,491 | Caravelle 6. |
| | Avon RB146 | AFJ | ..... | ..... | 8 | 13,220 | ..... | ..... | ..... | ..... | ..... | Military Engine. |
| FRANCE SNECMA, Paris | Atar E3 | AFJ | 8 | 1 | A | 7,715 lb. t. | 1.05 | 4.8 | 39 | 162 | 1,851 | |
| | Atar E4 | APJ | 8 | 1 | A | 8,150 lb. t. | 1.06 | 4.8 | 39 | 162 | 1,851 | |
| | Atar E5 | AFJ | 8 | 1 | A | 8,150 lb. t. | 1.06 | 4.8 | 39 | 162 | 1,851 | |
| | Atar G2, G3 | AFJ | 8 | 1 | A | 9,700 lb. t. | 1.85 | 4.8 | 40 | 253 | 2,720 | |
| | Atar O8 | AFJ | 9 | 2 | A | 9,700 lb. t. | 0.98 | 5.2 | 40 | 181 | 2,180 | |
| | Atar O9 | AFJ | 9 | 2 | A | 13,250 lb. t. | 2.07 | 5.2 | 42 | 264 | 2,760 | |
| | Atar 9C | AFJ | 9 | 2 | A | 14,100 lb. t. | 2.07 | 5.2 | 42 | 264 | 2,760 | |
| Generale Aeronautique Marcel Dassault St. Cloud | M.D. 30 Viper | AFJ | 7 | 1 | A | 1,630 lb. t. | 1.10 | 3.8 | 27 | 66 | 496 | Bristol-Siddeley license. |
| | M.D. 30R | AFJ | 7 | 1 | A | 2,205 lb. t. | 2.30 | 3.8 | 27 | 132 | 761 | M.D. 30 with afterburner. |
| | R. 7 | AFJ | 7 | 1 | A | 3,085 lb. t. | 1.07 | 3.8 | 29 | 79 | 748 | |
| Societe Turbomeca Paris | Palas | CFJ | 1 | 1 | A | 352 lb. t. | 1.17 ¹ | 3.95 | 16 | 47 | 158 | |
| | Marbore II | CFJ | 1 | 1 | A | 880 lb. t. | 1.08 ¹ | 3.85 | 25 | 62 | 314 | |
| | Marbore VI | CFJ | 1 | 1 | A | 1,058 lb. t. | 1.08 ¹ | 3.84 | 22 | 56 | 322 | |
| | Gourdon | ACFJ | 1 | 1 | A | 1,410 lb. t. | .99 ¹ | 5.00 | 22 | 69 | 375 | |
| | Gabizo | ACFJ | 1 | 1 | A | 2,420 lb. t. | 1.05 ¹ | 5.20 | 26 | 82 | 585 | |
| | Artouste II | CFP | 1 | 2 | A | 400 shp. | 1.07 ² | 3.88 | 23 | 57 | 360 | |
| | Artouste III | ACFP | 1 | 3 | A | 550 shp. | .65 ² | 5.20 | 21 | 58 | 410 | |
| | Astazou | ..... | 2 | 3 | A | 420 shp. | .66 ² | 5.81 | 18 | 55 | 297 | |
| | Turmo III B | CFP | 2 | 3 | A | 812 shp. | .67 ² | 5.65 | 31 | 65 | 560 | |
| | Turmo III C | CFP | 2 | 3 | A | 1,100 shp. | .68 ² | 5.50 | ..... | ..... | ..... |  |
| | Palouste IV | ..... | 1 | 2 | A | ..... | 2.60 ³ | 3.80 | 22 | 47 | 200 | |
| | Astazou. | ACFP | 2 | 3 | A | 66 lb. t./469 shp. | .62 ² | 5.81 | 18 | 57 | 320 | |
| | Bastan. | ACFP | 2 | 3 | A | 14.5 lb. t./800 shp. | .65 ² | 5.45 | 22 | 61 | 607 | |
| | Palouste VI | ..... | 1 | 2 | A | ..... | 3.97 ³ | 3.7 | 22 | 47 | ..... |  |
| ITALY FIAT-SMA Turin | 4002.001 | CFJ | 1 | 1 | A | 550 lb. t. | 1.25 | 4 | 22 | 41 | 220 | |

Abbreviations:
A — Annular
ACFJ — axial-centrifugal turbojet
ACFP — axial-centrifugal turboprop

AFG — axial-flow gas generator
AFJ — axial-flow turbojet
AFP — axial-flow turboprop
BPJ — by pass turbojet

CFJ — centrifugal-flow turbojet
CFP — centrifugal-flow turboprop
eshp. — equivalent shaft horsepower
ghp. — gas horsepower

lb. t. — pounds thrust
¹ — Lb./hr./lb. thrust
² — Lb./hp./hr.
³ — Lb./hr.



ALLEGHENY AIRLINES NAPIER ENGINE CONVAIR 540

U. S. Reciprocating Engines

● SPECIFICATIONS

| Manufacturer and Address | Designation | No. of cylinders | Cylinder arrangement | Propeller drive | Power Ratings | | | | | Fuel grade | Diameter or dimensions, in. (without cowling) | Blower ratio | Gross weight dry (lb.) |
|--|--|------------------|----------------------|-----------------|--------------------------------|---------|-----------------------------|---------|-------------------|------------|--|-------------------|------------------------|
| | | | | | Max. takeoff power (hp.)—SL | At rpm. | Normal rated power (hp.) | At rpm. | At altitude (ft.) | | | | |
| Aircooled Motors, Inc. Syracuse, N. Y. | 4A4-100-B3 | 4 | Ho | Direct | 100 | 2,550 | ..... | ..... | ..... | 80 | ..... | ..... | 200 |
| | 6A4-150-B3 | 6 | Ho | Direct | 150 | 2,600 | ..... | ..... | ..... | 80 | ..... | ..... | 278 |
| | 6A4-165-B3 | 6 | Ho | Direct | 165 | 2,800 | ..... | ..... | ..... | 80 | ..... | ..... | 278 |
| | 6AG4-185-B12 | 6 | Ho | G .632:1 | 185 | 3,100 | ..... | ..... | ..... | 80 | ..... | ..... | 232 |
| | 6A4-200-C6 | 6 | Ho | Direct | 200 | 3,100 | ..... | ..... | ..... | 91 | ..... | ..... | 307 |
| | 6V4-200-C32 ¹ , C33 ¹ , O335-5, -6 | 6 | Vo | Direct | 200 | 3,100 | ..... | ..... | ..... | 91 | ..... | ..... | 297 |
| | 6V6-245-B 16F ¹ O425-1 | 6 | Vo | Direct | 245 | 3,275 | ..... | ..... | ..... | 80 | ..... | ..... | 372 |
| | 6V-335-A, -B | 6 | Vo | Direct | 210 | 3,100 | ..... | ..... | ..... | 91 | ..... | ..... | 295 |
| | 6VS-335 | 6 | Ho | Direct | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Avco Manufacturing Corp. Lycoming Division Stratford, Conn. | O-235-C1 | 4 | Ho | Direct | 115 | 2,800 | 86 | 2,350 | 6,500 | 80 | 22.53x32 | ..... | 237 |
| | O-290-D2B | 4 | Ho | Direct | 140 | 2,800 | 100 | 2,350 | 6,500 | 80/87 | 22.81x32.24 | ..... | 264 |
| | O-320-A2B | 4 | Ho | Direct | 150 | 2,700 | 110 | 2,450 | 7,000 | 80/87 | 23.12x32.24 | ..... | 272 |
| | O-320-B2B | 4 | Ho | Direct | 160 | 2,700 | 120 | 2,450 | 7,000 | 91/96 | 23.12x32.24 | ..... | 278 |
| | O-340-A1A | 4 | Ho | Direct | 170 | 2,700 | 125 | 2,450 | 7,000 | 91/96 | 24.55x32.55 | ..... | 278 |
| | O-360-A1A | 4 | Ho | Direct | 180 | 2,700 | 135 | 2,450 | 7,500 | 91/96 | 24.72x33.37 | ..... | 285 |
| | O-360-B1A | 4 | Ho | Direct | 180 | 2,700 | 125 | 2,450 | 7,500 | 80/87 | 24.59x33.37 | ..... | 279 |
| | O-360-C2B | 4 | Ho | Direct | 180 | 2,900 | 145 | 2,900 | 7,500 | 91/96 | 19.68x33.37 | ..... | 289 |
| | O-540-F1B5 | 6 | Ho | Direct | 260 | 2,800 | 235 | 2,800 | 4,000 | 91/96 | 24.56x33.37 | ..... | 398 |
| | VO-360-A1A | 4 | Vo | Direct | 180 | 2,900 | 145 | 2,900 | 7,500 | 91/96 | 21.92x33.37 | ..... | 298 |
| | VO-435-A1E | 6 | Vo | Direct | 270 | 3,400 | 200 | 3,200 | 7,000 | 80/87 | 34.73x33.58 | ..... | 392 |
| | VO-540-B1B, -B1C | 6 | Vo | Direct | 310 | 3,300 | 240 | 3,200 | 7,000 | 80/87 | 24.57x34.14 | ..... | 430 |
| | GO-435-C2B2-6 | 6 | Ho | Gear | 260 | 3,400 | 180 | 2,750 | 6,000 | 80/87 | 28.02x33.12 | ..... | 430 |
| | GO-480-B1A6, -B1D | 6 | Ho | Gear | 270 | 3,400 | 195 | 2,750 | 7,000 | 80/87 | 28.02x33.12 | ..... | 432 |
| | GO-480-G1A6 | 6 | Ho | Gear | 295 | 3,400 | 210 | 2,750 | 7,000 | 100/130 | 28.02x33.12 | ..... | 439 |
| | GO-480-G1B6 | 6 | Ho | Gear | 295 | 3,400 | 210 | 2,750 | 7,000 | 100/130 | 27.46x33.12 | ..... | 464 |
| | GO-480-G2D6 | 6 | Ho | Gear | 295 | 3,400 | 210 | 2,750 | 6,500 | 100/130 | 28.02x33.12 | ..... | 442 |
| | GSO-480-B1A6 | 6 | Ho | Gear | 340 | 3,400 | 240 | 2,750 | 10,000 | 100/130 | 33.08x33.12 | ..... | 498 |
| | GSO-480-B1B6 (O-480-1) | 6 | Ho | Gear | 340 | 3,400 | 240 | 2,750 | 10,000 | 100/130 | 33.26x33.12 | ..... | 500 |
| | GSO-480-B1C6 | 6 | Ho | Gear | 340 | 3,400 | 240 | 2,750 | 10,000 | 100/130 | 22.56x33.12 | ..... | 497 |
| | GSO-480-B2D6 | 6 | Ho | Gear | 340 | 3,400 | 240 | 2,750 | 10,000 | 100/130 | 22.56x33.12 | ..... | 498 |
| | O-540-A1B5, A1C5 | 6 | Ho | Direct | 265 | 2,800 | 190 | 2,350 | 6,000 | 91/96 | 25.81x33.37 | ..... | 397 |
| | SO-580-A1B (O-580-3) | 8 | Ho | Direct | 400 | 3,300 | 280 | 3,000 | 11,000 | 100/130 | 24.58x33.12 | ..... | 578 |
| | IGSO-480-A1A6 | 6 | Ho | Gear | 340 | 3,400 | 240 | 2,750 | 13,500 | 100/130 | 23.29x33.12 | ..... | 496 |
| | IMO-360-A1A | 4 | Ho | Direct | 180 | 2,700 | 135 | 2,450 | 7,500 | 91/96 | 17.47x33.37 | ..... | 251 |
| Continental Motors Corp. Muskegon, Mich. | O-200-A | 4 | Ho | Direct | 100 | 2,750 | ..... | ..... | ..... | 80/87 | ..... | ..... | 190 |
| | GO-300-A, B & C | 6 | Ho | G .750:1 | 175 | 3,200 | ..... | ..... | ..... | 80/87 | ..... | ..... | 314 |
| | IO-470-C | 6 | Ho | Direct | 250 | 2,600 | ..... | ..... | ..... | 80/87 | ..... | ..... | 432 |
| | IO-470-D, E & F | 6 | Ho | Direct | 260 | 2,625 | ..... | ..... | ..... | 100/130 | ..... | ..... | 426 |
| | A65-8 | 4 | Ho | Direct | 65 | 2,300 | ..... | ..... | ..... | 80/87 | ..... | ..... | 170 |
| | C85-12F | 4 | Ho | Direct | 85 | 2,575 | ..... | ..... | ..... | 80/87 | ..... | ..... | 184 |
| | C90-12F | 4 | Ho | Direct | 95 | 2,625 | ..... | ..... | ..... | 80/87 | ..... | ..... | 188 |
| | O-300-A, B & C | 6 | Ho | Direct | 145 | 2,700 | ..... | ..... | ..... | 80/87 | ..... | ..... | 268 |
| | O-470-G | 6 | Ho | Direct | 240 | 2,600 | ..... | ..... | ..... | 91/96 | ..... | ..... | 432 |
| | O-470-H | 6 | Ho | Direct | 240 | 2,600 | ..... | ..... | ..... | 91/96 | ..... | ..... | 472 |
| | O-470-J | 6 | Ho | Direct | 225 | 2,550 | ..... | ..... | ..... | 80/87 | ..... | ..... | 378 |
| | O-470-K | 6 | Ho | Direct | 230 | 2,600 | ..... | ..... | ..... | 80/87 | ..... | ..... | 404 |
| | O-470-L | 6 | Ho | Direct | 230 | 2,600 | ..... | ..... | ..... | 80/87 | ..... | ..... | 404 |
| | O-470-M | 6 | Ho | Direct | 240 | 2,600 | ..... | ..... | ..... | 91/96 | ..... | ..... | 410 |
| | FSO-526-A | 6 | Ho | Direct | 270 | 3,200 | 270 | 3,000 | 7,900 | 91/96 | ..... | 10.04 | 553 |
| | GSO-526-A | 6 | Ho | G .688:1 | 340 | 3,100 | 300 | 3,000 | 14,500 | 100/130 | ..... | 12.88 | 556 |
| | O-470-4 | 6 | Ho | Direct | 225 | 2,600 | ..... | ..... | ..... | 91/96 | ..... | ..... | 415 |
| | O-470-15 | 6 | Ho | Direct | 213 | 2,600 | ..... | ..... | ..... | 80/87 | ..... | ..... | 405 |
| | E-185-9 | 6 | Ho | Direct | 205 | 2,600 | ..... | ..... | ..... | 80/87 | ..... | ..... | 352 |
| | E-225-4 | 6 | Ho | Direct | 225 | 2,650 | ..... | ..... | ..... | 80/87 | ..... | ..... | 355 |
| Pratt & Whitney Aircraft Div. United Aircraft Corp. East Hartford, Conn. | R2000-D5 | 14 | Rad | G .500 | 1,450 | 2,700 | 1,200 | 2,550 | 6,400 | 100/130 | 49.10 | 7.15 | 1,585 |
| | R2000 2SD13-G | 14 | Rad | G .500 | 1,450 | 2,700 | 1,200 | 2,550 | 5,000 | 100/130 | 49.10 | 7.15 49.52 | 1,605 |
| | R2800-CB3 | 18 | Rad | G .450:1 | 2,400 | 2,800 | 1,800 | 2,600 | 8,500 | 100/130 | 52.80 | 7.29 | 2,357 |
| | R2800-CB4 | 18 | Rad | G .450:1 | 2,500 | 2,800 | 1,800 | 2,600 | 8,500 | 108/135 | 52.80 | 7.29 | 2,357 |
| | R2800-CB16 | 18 | Rad | G .450:1 | 2,400 | 2,800 | 1,800 | 2,600 | 8,500 | 100/130 | 52.80 | 7.29+8.58 | 2,390 |
| | R2800-CB17 | 18 | Rad | G .450:1 | 2,500 | 2,800 | 1,800 | 2,600 | 8,500 | 108/135 | 52.80 | 7.29+8.58 | 2,390 |
| | R2800-CB2 | 18 | Rad | G .450:1 | 2,500 | 2,800 | 1,900 | 2,600 | 7,000 | 115/145 | 52.8 | 7.29 | 2,370 |
| | R2800-CB5, -54 | 18 | Rad | Direct | 2,100 | 2,700 | 1,900 | 2,600 | 7,000 | 115/145 | 52.8 | 7.29 | 2,330 |
| | R2800-CB15, -99W | 18 | Rad | G .450:1 | 2,500 | 2,800 | 1,900 | 2,600 | 7,000 | 115/145 | 52.8 | 7.29+8.58 | 2,403 |
| | | | | | | | | | | | | | |
| Wright Aeronautical Div. Curtiss-Wright Corp. Wood-Ridge, N. J. | 749C18BD1 | 18 | Rad | G .4375:1 | 2,250 | 2,800 | 2,100 | 2,400 | 4,400 | 100/130 | 55.92 | 6.46 ⁴ | 2,915 |
| | 826C9HD345 | 9 | Rad | G .666:1 | 1,425 | 2,700 | 1,275 | 2,500 | 3,000 | 100/130 | 55.27 | 7.21 ² | 1,380 |
| | 836C18CA2 | 18 | Rad | G .4375:1 | 2,700 | 2,900 | 2,300 | 2,600 | 6,200 | 115/145 | 55.6 | 6.46 ⁴ | 2,953 |
| | 853C7BA1 | 7 | Rad | G .5625:1 | 800 | 2,600 | 700 | 2,400 | 5,000 | 91/98 | 50.45 | 7.21 | 1,065 |
| | 856TC18DB1, 2, 3 | 18 | Rad | G .4375:1 | 3,500 | 2,900 | 2,600 | 2,600 | 6,600 | 115/145 | 56.6 | 6.46 ⁴ | 3,520 |
| | 863C9HD1 | 9 | Rad | Direct | 1,425 | 2,700 | 1,275 | 2,500 | 3,000 | 100/130 | 54.95 | 7.21 ² | 1,380 |
| | 865C7BA1 | 7 | Rad | Direct | 800 | 2,600 | 700 | 2,400 | 5,000 | 91/98 | 50.45 | 7.21 | 1,067 |
| | 867C9HE1, 2 | 9 | Rad | G .5625:1 | 1,525 | 2,800 | 1,275 | 2,500 | 3,500 | 115/145 | 55.74 | 7.21 | 1,469 |
| | 871C7BA1 | 7 | Rad | | | | | | | | | | |

U. S. Personal and Business Aircraft

● SPECIFICATIONS

| Basic Data | | | | | | | | Powerplants | | Performance | | | | | | |
|---|-------------------------------------|--------------|---------------|-----------------|--------------------|--------------------------|-------------------|-----------------------|--|----------------------------|------------------|---------------------|---------------------------------|---------------------------------|-----------------|----------------|
| Manufacturer and Address | Designation | No. of seats | Over-all span | Over-all length | Max. height, 3-pt. | Gross wing area, sq. ft. | Weight empty, lb. | Normal gross wt., lb. | Number, make, model and max. rating, ea. | Normal fuel capacity, gal. | Max. speed, mph. | Landing speed, mph. | FAA field length (takeoff), ft. | FAA field length (landing), ft. | Max. range, mi. | Price, FAF, \$ |
| Aero Design & Engr'g. Co. Bethany, Okla. | Aero Commander 500 | 7 | 49' | 35' 4" | 14' 6" | 255 | 3,850 | 6,000 | 2 Lyc. O540-A1A @ 250 hp. | 156 | 218 | 70 | 1,450 | 1,350 | 1,100 | 64,750 |
| | Aero Commander 560E | 7 | 49' | 35' 4" | 14' 6" | 255 | 4,300 | 6,500 | 2 Lyc. GO480-C1B6 @ 295 hp. | 233 | 270 | 70 | 2,040 | 1,485 | 1,600 | 78,400 |
| | Aero Commander 680E | 7 | 49' | 35' 4" | 14' 6" | 255 | 4,475 | 7,500 | 2 Lyc. GSO480-B1A6 @ 340 hp. | 223 | 255 | 70 | 1,500 | 1,605 | 1,400 | 94,500 |
| | 720 Alti-Cruiser | 6 | 49' | 35' 4" | 14' 6" | 255 | 5,230 | 7,500 | 2 Lyc. GSO480-B1A6 @ 340 hp. | 223 | 270 | 70 | 1,500 | 1,605 | 1,450 | 183,750 |
| Aircraft Marine Engr'g. Corp. Van Nuys, Calif. | A-1 Anser | 9 | 46' | 39' | 11' | 260 | 4,100 | 9,000 | 2 Con. 420-M @ 1,200 lb. t. | 480 | 460 | 43 | 650 | 650 | 1,650 | 190,000 |
| | A-2 Avocet | 26 | 72' | 60' | 19' | 650 | 10,250 | 24,000 | 4 Con. 420-M @ 1,500 lb. t. | 1,600 | 450 | 48 | 2,000 | 1,500 | 2,600 | 500,000 |
| Bee Aviation Assoc., Inc. San Diego, Calif. | Queen Bee | 4 | 32' | 21' 10" | 7' 7" | 130 | 1,250 | 2,300 | 1 Lyc. A360 @ 150 hp. | 42 | 160 | 55 | 950 | 700 | 650 | |
| | Honey Bee | 1 | 28' | 16' 10" | 7' 8" | 96 | 610 | 860 | 1 Con. A65 @ 65 hp. | 8.5 | 120 | 45 | 700 | ..... | 240 | ..... |
| Beech Aircraft Corp. Wichita, Kansas | Super 18 (G18S) | 8 | 49.6' | 35.1' | 9.6' | 360.7 | 5,950 | 9,700 | 2 P&W R985-AN14B @ 450 hp. | 318 | 233 | 84 | 1,980 | 1,850 | 1,585 | 126,000 |
| | Queen Air (65) | 7 | 45.8' | 33.3' | 14.1' | 277.06 | 4,740 | 7,700 | 2 Lyc. IGSO-480-A1A6 @ 340 hp. | 230 | 239 | 80 | 1,560 | 1,685 | 1,445 | 120,000 |
| | Twin Bonanza (H50) | 6 | 45.25' | 31.5' | 11.3' | 277.06 | 4,480 | 7,300 | 2 Lyc. IGSO-480-A1A6 @ 340 hp. | 230 | 235 | 82.5 | 1,450 | 1,840 | 1,650 | 95,500 |
| | Twin Bonanza (D50C) | 6 | 45.25' | 31.5' | 11.3' | 277.06 | 4,100 | 6,300 | 2 Lyc. GO-480-G2D6 @ 295 hp. | 180 | 214 | 71 | 1,260 | 1,455 | 1,650 | 83,000 |
| | Travel Air (B95) | 4 | 37.8' | 25.3' | 9.5' | 199.2 | 2,635 | 4,100 | 2 Lyc. O-360-A1A @ 180 hp. | 112 | 210 | 70 | 1,280 | 1,590 | 1,410 | 51,500 |
| | Bonanza (M35) | 4 | 33.5' | 25.1' | 6.5' | 181 | 1,832 | 2,950 | 1 Con. IO-470-C @ 250 hp. | 68 | 210 | 59 | 670 | 400 | 1,245 | 25,300 |
| | Debonair (33) | 4 | 32.8' | 25.5' | 8.25' | 177.6 | 1,730 | 2,900 | 1 Con. IO-470-J @ 225 hp. | 68 | 195 | 60 | 900 | 570 | 1,170 | 19,995 |
| Call Air, Inc. Afton, Wyo. | A-5 | 2 | 35' 5" | 23' 9" | 7' 10" | 186 | 1,020 | 2,150 | 1 Lyc. O320-A2A @ 150 hp. | 25 | 104 | 43 | 620 | 450 | 325 | ..... |
| | A-6 | 2 | 35' 5" | 24' | 7' 10" | 186 | 1,170 | 2,350 | 1 Lyc. O360-A1A @ 180 hp. | 40 | 107 | 46 | 750 | 450 | ..... | ..... |
| Cessna Aircraft Co. Wichita, Kansas | 150 | 2 | 33' 4" | 21' 11" | 6' 11" | 160 | 946 | 1,500 | 1 Con. O200-A @ 100 hp. | 26 | 124 | 50 | 1,205 | 1,055 | 630 | 7,250 |
| | 172 | 4 | 36' | 26' 4" | 8' 11" | 174 | 1,252 | 2,200 | 1 Con. O-300-C @ 145 hp. | 42 | 140 | 52 | 1,370 | 1,115 | 790 | 9,450 |
| | 175 | 4 | 36' | 26' 6" | 9' 6" | 174 | 1,339 | 2,350 | 1 Con. GO-300-C @ 175 hp. | 52 | 147 | 51 | 1,340 | 1,155 | 755 | 11,600 |
| | 180 | 4 | 36' | 26' | 7' 6" | 174 | 1,530 | 2,650 | 1 Con. O-470-L @ 230 hp. | 65 | 170 | 56 | 1,080 | 1,330 | 845 | 14,675 |
| | 182 | 4 | 36' | 27' 1" | 9' 9" | 175 | 1,550 | 2,650 | 1 Con. O-470-L @ 230 hp. | 65 | 167 | 56 | 1,080 | 1,310 | 835 | 14,890 |
| | Skyline | 4 | 36' | 27' 1" | 9' 9" | 175 | 1,632 | 2,650 | 1 Con. O-470-L @ 230 hp. | 65 | 170 | 56 | 1,080 | 1,310 | 845 | 17,325 |
| | 310D | 5 | 35' 9" | 29' 7" | 9' 11" | 175 | 3,037 | 4,830 | 2 Con. IO-470-D @ 260 hp. | 102 | 245 | 74 | 1,395 | 1,720 | 1,440 | 59,950 |
| | Skyhawk | 4 | 36' | 26' 6" | 9' 6" | 174 | 1,420 | 2,350 | 1 Con. GO-300-C @ 175 hp. | 52 | 149 | 51 | 1,340 | 1,155 | 760 | 13,050 |
| | 210 | 4 | 36' 6" | 27' 9" | 8' 8 1/2" | 175.5 | 1,735 | 2,900 | 1 Con. IO-470-E @ 260 hp. | 65 | 199 | 59 | 1,135 | 1,190 | 1,100 | 22,450 |
| Champion Aircraft, Inc. Osceola, Wisc. | 7EC Traveler | 2 | 33' 2" | 21' 8" | 5' 2" | 170 | 800 | 1,450 | 1 Con. C90-12F @ 95 hp. | 29 | 115 | 38 | 500 | 350 | 500 | 6,320 |
| | 7FC Tri-Traveler | 2 | 33' 2" | 21' 8" | 7' 2" | 170 | 930 | 1,450 | 1 Con. C90-12F @ 95 hp. | 29 | 115 | 44 | 500 | 350 | 500 | 6,995 |
| | 7GC Sky-Trac | 2 | 33' | 21' 11" | 6' 2" | 170 | 930 | 1,650 | 1 Lyc. O290-D2B @ 140 hp. | 39 | 135 | 40 | 300 | 350 | 660 | 7,520 |
| | 7HC DX'er | 3 | 33' | 21' 11" | 7' | 164 | 1,000 | 1,650 | 1 Lyc. O290-D2B @ 140 hp. | 39 | 135 | 45 | 350 | 350 | 650 | 8,120 |
| Downer Aircraft Ind., Inc. Alexandria, Minn. | Bellanca 260 (Model 14-19-3) | 4 | 34' 2" | 22' 11" | 6' 4" | 161.5 | 1,690 | 2,700 | 1 Con. IO-470-F @ 260 hp. | 40 | 208 | 49 | 390 | 460 | 880 | 18,990 |
| Fletcher Aviation Corp. Rosemead, Calif. | FU-24 Utility | 5 | 42' | 31' 10" | 9' 4" | 294 | 1,890 | 3,500 | 1 Con. O470-N @ 240 hp. | 44 | 130 | 48 | ..... | ..... | 410 | 24,290 |
| Forney Aircraft Fort Collins, Colo. | Fornaire F-1 (Execta, Expediter) | 2 | 30' | 20' 2" | 6' 3" | 143 | 920 | 1,450 | 1 Con. C90-12F @ 95 hp. | 24 | 130 | 56 | 500 | 600 | 500 | ..... |
| Grumman Aircraft Engr'g Corp. Bethpage, N. Y. | 159 Gulfstream | 14 | 78' 6" | 64' | 22' 9" | 615 | 20,434 | 32,500 | 2 Rolls-Royce RDa. 7/2 @ 2,105 eshp. | 1,304 | 350 | 94 | 3,860 | 1,900 | 2,050 | ..... |
| | 164 Crop Duster | 1 | 35' 8" | 24' 4" | 10' 9" | 326 | 2,179 | 3,600 | 1 Con. W670 @ 220 hp. | 34 | 110 | ..... | ..... | ..... | ..... | 18,500 |
| Helio Aircraft Corp. Norwood, Mass. | H395A Courier | 5 | 39' | 30' | 8' 10" | 231 | 2,020 | 3,000 | 1 Lyc. GO435-C2B2 @ 260 hp. | 60 | 189 | 30 | 495 | 495 | 750 | 31,980 |
| | H395 Super Courier | 5 | 39' | 30' | 8' 10" | 231 | 2,037 | 3,000 | 1 Lyc. GO480-G1D6 @ 295 hp. | 60 | 189 | 30 | 475 | 475 | 842 | 34,980 |
| Lake Aircraft Corp. Sanford, Me. | C-2 Skimmer | 4 | 34' | 23' 6" | 9' | 156 | 1,500 | 2,350 | 1 Lyc. O360 @ 180 hp. | 40 | 140 | 52 | ..... | ..... | 500 | 24,895 |
| Lockheed Aircraft Corp. Marietta, Ga. | 1329 Jet Star | 10 | 53' 8" | 60' 5" | 20' 6" | 543 | 18,450 | 38,930 | 4 P&W JT12A-6 @ 3,000 lb. t. | 2,630 | 575 | 120 | 6,820 | 4,995 | 2,810 | 1,000,000 |
| McDonnell Aircraft Corp. St. Louis, Mo. | Model 119 | 12 | 57' 7" | 66' 6" | 23' 8" | 550 | ..... | 40,928 | 4 P&W JT-12 @ 3,000 lb. t. | ..... | 565 | 108 | ..... | ..... | 2,335 | ..... |
| Myers Aircraft Co. Tecumseh, Mich. | Meyers 200A | 4 | 30' 6" | 24' 5" | 8' 6" | 161 | 1,910 | 3,000 | 1 Con. IO-470-D @ 260 hp. | 40 | ..... | ..... | ..... | ..... | ..... | ..... |
| Mooney Aircraft, Inc. Kerrville, Tex. | Mark 20-A | 4 | 35' | 23' | 8' 5" | 167 | 1,450 | 2,450 | 1 Lyc. O360 @ 180 hp. | 49 | 195 | 57 | ..... | ..... | 1,000 | 15,450 |
| Piper Aircraft Corp. Lock Haven, Pa. | PA-18 "95" | 2 | 35' 3" | 22' 4" | 6' 7" | 178.5 | 800 | 1,500 | 1 Con. C90 @ 90 hp. | 18 | 112 | 42 | 750 | 800 | 360 | 6,145 |
| | PA-18 "150" | 2 | 35' 3" | 22' 5" | 6' 7" | 178.5 | 930 | 1,750 | 1 Lyc. O320 @ 150 hp. | 36 | 130 | 43 | 500 | 725 | 460 | 7,795 |
| | PA-18-A Super Cub | 1 | 35' 3" | 22' 5" | 6' 7" | 178.5 | 1,060 | 2,070 | 1 Lyc. O320 @ 150 hp. | 36 | 105 | 45 | 950 | 875 | 360 | 8,045 |
| | PA-22 Caribbean | 4 | 29' 3" | 20' 6" | 8' 4" | 147.5 | 1,100 | 2,000 | 1 Lyc. O320 @ 150 hp. | 36 | 139 | 49 | 1,220 | 500 | 500+ | 8,795 |
| | PA-22 "160" Tri-Pacer | 4 | 29' 3" | 20' 7" | 8' 4" | 147.5 | 1,110 | 2,000 | 1 Lyc. O320-B @ 160 hp. | 36 | 141 | 49 | 900 | ..... | 536 | 9,345 |
| | PA-23 "160" Apache | 3-5 | 37' | 27' 2" | 9' 6" | 204 | 2,230 | 3,500 | 2 Lyc. O320-B @ 160 hp. | 72 | 183 | 59 | 900 | 670 | 853 | 36,990 |
| | PA-24 "180" Comanche | 4 | 36' | 24' 8" | 7' 4" | 178 | 1,475 | 2,550 | 1 Lyc. O360-A1A @ 180 hp. | 50 | 167 | 58 | 750 | 600 | 920 | 15,800 |
| | PA-24 "250" Comanche | 4 | 36' | 24' 11" | 7' 4" | 178 | 1,600 | 2,800 | 1 Lyc. O540-A1A @ 250 hp. | 60 | 190 | 64 | 750 | 650 | 1,100 | 19,800 |
| | PA-25 Pawnee | 1 | 36' 2" | 24' | 6' 8" | 183 | 1,200 | 2,300 | 1 Lyc. O320 @ 150 hp. | 40 | 100 | 57 | 625 | 400 | 400 | 9,000 |
| | PA-23 "250" Aztec | 5 | 37' | 27' 6" | 10' 3" | 207 | 2,775 | 4,800 | 2 Lyc. O540 @ 250 hp. | 144 | 215 | 62 | 750 | 900 | 1,400 | 49,500 |
| | | | | | | | | | | | | | | | | |
| Stits Aircraft Riverside, Calif. | SA9A Skycoupe | 2 | 28' 4" | 17' 6" | ..... | 125 | 900 | 1,450 | 1 Con. A200. A @ 100 hp. | 24 | 145 | 60 | 400 | 500 | 500 | 4,500 |
| Taylorcraft, Inc. Conway, Pa. | Zephyr | 4 | 34' 8" | 24' 4" | 7' 2" | 179 | 1,700 | 2,750 | 1 Con. O470-J @ 225 hp. | 66 | 160 | 65 | 450 | 700 | 750 | ..... |
| | Topper | 1 | 34' 8" | 24' 4" | 7' 2" | 179 | 1,635 | 2,750 | 1 Con. O470-J @ 225 hp. | 46 | 115 | 70 | 900 | 900 | 400 | ..... |
| Transland Aircraft Torrence, Calif. | AG-2 | 1 | 42' | 28' 5" | 9' 8" | 321 | 3,382 | 6,000 | 1 P&W R1340 @ 600 hp. | 125 | 144 | 51 | 900 | 600 | ..... | ..... |
| Trecker Aircraft Corp. Milwaukee, Wisc. | Trecker 166 | 8 | 46' 9" | 38' 1" | 16' 5" | 286 | 5,104 | 8,100 | 2 Lyc. GSO-480-B1C6 @ 340 hp. | 232.5 | 226 | 68 | 1,550 | 1,312 | 1,155 | 105,250 |
| | Gull Amphibian (L-1) | 5 | 44' 5" | 35' 5" | 12' 7" | 270 | 4,420 | 6,000 | 2 Lyc. GO-480-B1 @ 270 hp. | 190 | 184 | 72 | 1,380 | 1,410 | 990 | 74,500 |
| | Gull Amphibian (L-2) | 5 | 44' 5" | 35' 5" | 12' 7" | 270 | 4,680 | 6,615 | 2 Lyc. GSO-480-A1A6 @ 340 hp. | 190 | 213 | 72 | 1,440 | 1,800 | 994 | 89,500 |

U.S. Civil and Military Transports

| Basic Data | | | | | | | Performance | | | | | | | Weights | | | Dimensions | | |
|---|----------------------|------------------------------|-------------|-------------------|---------------------|------------------------------------|---------------------|-------------------------|--|---------------------------------|-------------------------------|-------------------------------|------------------------------|-------------------|---------------------------|-----------------------------|------------|----------------|----------------|
| Manufacturer and Address | Model | Name | No. of crew | No. of passengers | Cargo capacity, lb. | Number, make, model of powerplants | Maximum speed, mph. | Best cruise speed, mph. | Landing speed, flaps and landing gear down, mph. | Engine-out en route climb, fpm. | FAA field length takeoff, ft. | FAA field length landing, ft. | Maximum still-air range, mi. | Weight empty, lb. | Maximum gross weight, lb. | Maximum landing weight, lb. | Wingspan | Overall length | Maximum height |
| Boeing Airplane Co. Renton, Wash. | 707 | Jet Stratoliner ¹ | 3 | | | 4 P&W JT3C-6 ² | 610 | 600 | | | | | 4,000 | 111,082 | 190,000 | 175,000 | 130' | 128' | 38' 3" |
| | 707-120 | Jet Stratoliner | 4 | 100-179 | 19,200 | 4 P&W JT3C-6 ² | 610 | 589 | | | | | 4,000 | 113,640 | 258,000 | 185,000 | 130' 10" | 144' 6" | 38' 8" |
| | 707-220 | Jet Stratoliner | 4 | 100-179 | 19,200 | 4 P&W JT4A-3 ³ | 630 | 615 | | | | | 4,000 | 117,400 | 248,000 | 175,000 | 130' 10" | 144' 6" | 38' 8" |
| | 707-320 | Intercontinental | 4-5 | 108-189 | 28,200 | 4 P&W JT4A-11 ³ | 630 | 610 | | | | | 5,000 | 132,924 | 316,000 | 207,000 | 142' 5" | 152' 11" | 38' 8" |
| | 707-420 | Intercontinental | 4-5 | 108-189 | 28,200 | 4 R-R Co. 15 ³ | 630 | 606 | | | | | 5,000 | 131,244 | 316,000 | 207,000 | 142' 5" | 152' 11" | 38' 8" |
| | 720 | | 4 | 88-149 | 16,680 | 4 P&W JT3C-7 ³ | 649 | 614 | | | | | 3,300 | 104,763 | 203,000 | 175,000 | 130' 10" | 136' 2" | 38' 2" |
| | KC-135A | Stratotanker | 4 | 80+ | 50,000 | 4 P&W J57 | 600+ | | | | | | | | 250,000 | | 130' 10" | 144' 6" | 38' 8" |
| | VC-137A ⁴ | | | | | | | | | | | | | | | | 130' 10" | 144' 6" | 38' 8" |
| | 707-120B | Jet Stratoliner | 3-4 | 100-179 | 19,200 | 4 P&W JT3D-1 | | | | | | | | 120,734 | 258,000 | 185,000 | | 144' 6" | 38' 2" |
| | 720B | Jet Stratoliner | 3-4 | 88-165 | 17,080 | 4 P&W JT3D-1 | | | | | | | | 110,778 | 230,000 | 175,000 | | 136' 2" | 38' 2" |
| 735 | | 3-4 | | 104,000 | 4 P&W JT3D | | | | | | | | | 316,000 | | | | 152' 11" | 38' 8" |
| Convair Division General Dynamics Corp. San Diego, Calif. | 880 | | 3 | 88-110 | 8,630 | 4 GE CJ805-3 | 615 | | 138 | | 6,220 | 5,460 | 3,090 | 81,800 | 184,500 | 132,800 | 120' | 129' 4" | 36' |
| | 600 | | 3 | 96-121 | 9,280 | 4 GE CJ805-23 | 635 | | 125 | | 5,790 | 4,770 | 4,400 | 113,300 | 239,000 | 180,000 | 120' | 139' 6" | 39' 6" |
| | 440 | Metropolitan | 3 | 44-52 | 5,400 | 2 P&W R-2800-CB-17 | 310 | 289 | 85 | 150 | 5,000 | 4,010 | 2,752 | 31,305 | 49,100 | 47,650 | 105' 4" | 79' 2" | 28' 2" |
| | C-131A | Samaritan | | | | 2 P&W R-2800-99W | 312 | | | | | | | 29,000 | 43,575 | | 91' 9" | 74' 8" | 27' 3" |
| | C-131B | | | | | 2 P&W R-2800-99W | 295 | | | | | | | 29,248 | 47,000 | | 105' 4" | 79' 2" | 28' 2" |
| | YC-131C | | | | | 2 All. YT56-A-3 | 366 | | | | | | | | 47,000 | | 105' 4" | 79' 2" | 28' 2" |
| | C-131D | | 3 | | | 2 P&W R2800-CB-16 | 314 | | | | | | | 29,600 | 46,500 | | 105' 4" | 79' 2" | 28' 2" |
| | R3Y-2 | Tradewind | 6 | | | 4 All. T40-A 10 | 350 | | | | | | | 31,735 | 160,000 | | 145' 9" | 139' 8" | 51' 5" |
| | R4Y 1 | | 3 | | | 2 P&W R 2800-52W | | | | | | | | 30,684 | 47,000 | | 105' 4" | 79' 2" | 28' 2" |
| | | | | | | | | | | | | | | | | | | | |
| Douglas Aircraft Co., Inc. Long Beach, Calif. | DC-8 | Series 10 | 3 | 116-176 | 20,850 | 4 P&W JT3C-6 | | 555 | 148 | | 9,330 | 6,400 | 4,120 | 120,999 | 273,000 | 193,000 | 142' 4" | 150' 6" | 42' 4" |
| | DC-8 | Series 20 | 3 | 116-176 | 20,850 | 4 P&W JT4A-3 | | 588 | 148 | | 8,200 | 6,400 | 4,280 | 123,757 | 276,000 | 193,000 | 142' 4" | 150' 6" | 42' 4" |
| | DC-8 | Series 30 | 3-5 | 116-176 | 20,850 | 4 P&W JT4A-3 | | 588 | 150 | | 10,800 | 6,590 | 5,300 | 126,072 | 310,000 | 199,500 | 142' 4" | 150' 6" | 42' 4" |
| | DC-8 | Series 40 | 3-5 | 116-176 | 20,850 | 4 RR R. Co. 12 | | 593 | | | 9,870 | 6,590 | 5,430 | 124,369 | | | 142' 4" | 150' 6" | 42' 4" |
| | DC-8 | Series 50 | 3-5 | 116-176 | 20,850 | 4 P&W JT30-3 | | 585 | 150 | | 9,750 | 6,590 | 5,930 | 124,529 | 310,000 | 199,500 | 142' 4" | 150' 6" | 42' 4" |
| | DC-8 | Intercontinental | 3-5 | 116-176 | | 4 RR Conway R. Co. 10 | | 591 | | | | | | 128,000 | 287,500 | | 139' 9" | 150' 6" | 42' 4" |
| | DC-9 ¹⁰ | | | | | | | | | | | | | | | | | | |
| | DC-7C ⁵ | Seven Seas | 3-5 | 69-99 | 18,440 | 4 Wr. 988TC18EA4 | 406 | 371 | | 507 | 5,590 | 5,360 | 6,010 | 72,643 | 143,000 | 109,000 | 127' 6" | 112' 3" | 31' 10" |
| | DC-7B ⁵ | Extended range | 3 | 69-99 | 17,730 | 4 Wr. 972TC18DA4 | 412 | 360 | | 525 | 6,350 | 5,870 | 5,120 | 68,073 | 126,000 | 102,000 | 117' 6" | 108' 11" | 28' 7" |
| | DC-7 ⁵ | Domestic | 3 | 69-99 | 12,740 | 4 Wr. 972TC18DA4 | 409 | 367 | | 448 | 6,060 | 5,840 | 4,430 | 64,480 | 122,000 | 97,000 | 117' 6" | 108' 11" | 28' 7" |
| | DC-6C ⁵ | Extended range | 7 | 89 | 11,930 | 4 P&W R2800-CB-17 | 370 | 315 | 97 | 493 | 6,100 | 5,160 | 5,000 | 58,340 | 107,000 | 88,200 | 117' 6" | 106' 6" | 28' 8" |
| | DC-6B ⁵ | Domestic | 5 | 54 | 16,780 | 4 P&W R2800-CB-16 | 370 | 315 | 95 | 460 | 5,680 | 4,995 | 3,720 | 55,357 | 100,000 | 85,000 | 117' 6" | 106' 6" | 28' 8" |
| | DC-6A ⁵ | Liftmaster | 3-5 | Cargo | 30,500 | 4 P&W R2800-CB-17 | 370 | 315 | 97 | 493 | 6,100 | 5,160 | 5,000 | 51,316 | 107,000 | 88,200 | 117' 6" | 106' 6" | 28' 8" |
| | C-124C | Globemaster 2 | 5-8 | Cargo | | 4 P&W R4360-63A | 304 | | | | | | | 101,165 | 185,000 | | 174' 2" | 130' | 48' 4" |
| | C-133A | Cargomaster 1 | 4-7 | Cargo | 62,800 | 4 P&W T34 | | | | | | | 3,975 | | 282,000 | 282,000 | 179' 8" | 157' 6" | 48' 4" |
| | C-133B | Cargomaster 2 | 4-7 | Cargo | 77,680 | 4 P&W T34-P-9W | 312 | | | | | | | 120,363 | 300,000 | 286,000 | 179' 8" | 157' 6" | 48' 4" |
| | | | | | | | | | | | | | | | | | | | |
| Fairchild Aircraft Division Fairchild Engine & Aircraft Corp. Hagerstown, Md. | F27 | | 3 | 40 | 10,030 | 2 R-R R Da. 6/mk 511 | 272 | 272 | 79 | 345 | 4,500 | 3,345 | 2,128 | 23,970 | 37,500 | 36,000 | 95' 2" | 77' 11 1/2" | 27' 6" |
| | F27A | | 3 | 40 | 9,667 | 2 R-R R Da. 7/mk 528 | 300 | 300 | 79 | 450 | 3,420 | 3,345 | 1,955 | 24,520 | 37,500 | 36,000 | 95' 2" | 77' 11 1/2" | 27' 6" |
| Grumman Aircraft Engr. Corp. Bethpage, L. I., N. Y. | TF-1 | Trader | 2 | 9 | 3,500 | 2 Wr. R1820-82 | | | | | | | | 16,858 | 24,649 | | 69' 8" | 42' | 16' 3" |
| | | | | | | | | | | | | | | | | | | | |
| Lockheed Aircraft Corp. Marietta (Ga.) Division | 1329 | Jetstar | 2 | 8 | 2,440 | 4 P&W JT12A-6 | 575 | 550 | 120 | 2,200 | 6,820 | 4,995 | 2,810 | 18,450 | 38,930 | 28,000 | 53' 8" | 60' 5" | 20' 6" |
| | GL-329-21 | Jetstar | 5 | | | 4 P&W J-60-P-3 | 590 | 550 | 100 | 2,200 | 6,820 | 4,995 | 2,810 | 18,500 | 41,381 | 30,000 | 53' 8" | 60' 5" | 20' 6" |
| | C-130A | Hercules | 4 | 92 | 36,000 | 4 All. T56-A-1A or T56-A-9 | 375 | 350 | 112 | | | | 2,115 | 59,300 | 124,200 | 124,200 | 132' 7" | 97' 9" | 38' 4" |
| | GC-130A ⁶ | Hercules | 6 | | | 4 All. T56-A-9 | 375 | 335 | 90 | 1,500 | | | 575 ⁷ | 62,400 | 124,200 | 124,200 | 132' 7" | 97' 9" | 38' 4" |
| | RC-130A ⁸ | Hercules | 8 | 24 | | 4 All. T56-A-9 | 375 | 350 | 112 | 1,450 | | | 2,115 | 63,400 | 124,200 | 124,200 | 132' 7" | 97' 9" | 38' 4" |
| | C-130B | Hercules | 4 | 92 | 38,000 | 4 All. T56-A-7 | 385 | 360 | 116 | | | | 2,160 | 67,300 | 135,000 | 135,000 | 132' 7" | 97' 9" | 38' 4" |
| | SC-130B ⁹ | Hercules | 8 | 44 | 38,000 | 4 All. T56-A-7 | 385 | 360 | 116 | | | | 2,160 | 67,200 | 135,000 | 135,000 | 132' 7" | 97' 9" | 38' 4" |
| | CV-1 | Hercules | 5 | 92 | 50,000 | 4 All. T56-A-7 | 375 | 350 | 112 | | | | 2,080 | 72,800 | 135,000 | 135,000 | 132' 7" | 97' 9" | 38' 4" |
| | C-130D | Hercules | 4 | 92 | 30,600 | 4 All. T56-A-1A or T-56-A-9 | 360 | 335 | 112 | | | | 1,900 | 65,700 | 124,200 | 124,200 | 132' 7" | 97' 9" | 39' 1" |
| | C-130BL | Hercules | 4 | 92 | 31,600 | 4 All. T56-A-7 | 370 | 345 | 116 | | | | 2,100 | 73,300 | 135,000 | 135,000 | 132' 7" | 97' 9" | 39' 1" |
| Burbank, Calif. Div. | 188 Electra | 3-4 | 66-98 | | 4 All. 501-D-13 | 450 | 406 | 130 | 730 | 5,250 | 4,960 | 3,400 | 55,993 | 116,000 | 95,650 | 99' | 104' 6" | 33' | |

¹ Prototype.
² Wet engine.
³ Dry engine.
⁴ Three aircraft ordered for USAF Special Mission Squadron.

⁵ DC-6/DC-7 series production discontinued in 1958 after total of 1,041 of all models built.
⁶ Drone launcher.

⁷ Combat radius, includes four-hours loiter.
⁸ Photographic survey missions.
⁹ U. S. Coast Guard search and rescue version.
¹⁰ Design study dropped when Caravelle licensed.

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BOEING 707-720 DELIVERY LINE



U. S. STOL & VTOL Aircraft

| General Data | | | | Dimensions | | | | Weights | | Powerplant | | | | | Remarks |
|---|-----------------|--|--------------|---------------------|---------|--------|--------------------|-------------------|-------------------|---|--------------------------|-------------------|----------------------|-----------------------|--|
| Manufacturer and Address | Designation | Type | No. of seats | Span | Length | Height | Wing area, sq. ft. | Empty weight, lb. | Gross weight, lb. | Number, make, model and max. power, ea. | Rotor-propeller diameter | No. of propellers | Service ceiling, ft. | Maximum speed, m.p.h. | |
| Curtiss-Wright Corp. Santa Barbara, Calif. | VZ-7AP | Ducted fan | 2 | 15' 5" ¹ | 18' 2" | 7' 7" | 133' | 1,800 | 2,540 | 1 Con. Artouste II-B 400 hp. | 6' 6" | ..... | ..... | ..... | Flight demo. with 57mm. recoilless rifle. |
| Bell Aircraft Corp. Buffalo, N. Y. | X-14 | Deflected jet | 1 | 34' | 27' | 9' | ..... | ..... | ..... | 2 AS Viper | N.A. | None | ..... | ..... | VTOL flight cycle May 24, 1958. |
| | D-188A | Tilt jets Ducted Fan | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 8 GE J85 @ 2,000 lb. t. | N.A. N.A. | None | ..... | M2+ | Twin jets at each wingtip; 2 in fuselage; 2 in tail. |
| Bell Helicopter Corp. Fort Worth, Tex. | XV-3 | Tilt rotor | 4 | 30' | 30' | 13' 6" | 120' | 3,490 | 4,700 | 1 P&W R985@ 400 hp. | 23' | 2 | 7,400 ² | 184 | Rotor diameter (2) 23 ft. |
| Bensen Aircraft Corp. Raleigh, N. C. | B-10 | Prop-Copter | 1 | 7' 2" ¹ | 12' | 4' 6" | ..... | 350 | 650 | 2 McCulloch 4318-E 72 hp. | 4' 3" | 2 | ..... | 60 | First flight Aug. 6, '58. |
| | B-8m | Gyrocopter | 1 | 21' | 21' | 6' 4" | ..... | 250 | 500 | 1 McCulloch 4318E 72 hp. | 21' | ..... | 16,500 | 85 | |
| Chrysler Corp. Defense Ops. Div. Detroit, Mich. | VZ-6 | Ducted fan | 1 | 10' ¹ | 23' | 4' 6" | ..... | ..... | 2,000 | 1 Lyc. @ 380 hp. | 8' 6" | 2 | ..... | ..... | Rigid, fixed-pitch rotor props. |
| Collins Radio Co. Cedar Rapids, Ia. | Aerodyne | Ducted fan | .. | ..... | 42' | ..... | ..... | ..... | ..... | 2 Con. @ 213 hp. | ..... | ..... | ..... | ..... | Duct inside diameter 7.5 ft. |
| Convertawings, Inc. Amityville, N. Y. | V-10 Quadrofoil | Tilt wing | 5 | Tandem ¹ | 23' 3" | 6' 8" | 160 | 2,719 | 4,552 | 1 GE T58 @ 1,000 shp. | 96" | 4 | 12,000 ² | 312 | Prototype building. |
| De Lackner Helicopters, Inc. Mt. Vernon, N. Y. | DH-4 Aerocycle | ..... | 1 | 15' | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Several on bailment to universities. |
| | DH-5 Aerocycle | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 Kiek. Mercury @ 40 hp. | 180 | 2 | ..... | ..... |  |
| Doak Aircraft Co., Inc. Torrance, Calif. | VZ-4DA | Tilt ducts | 2 | 25' | 32' | 10' | ..... | 2,000 | 2,700 | 1 Lyc. T53 @ 840 shp. | ..... | 2 | ..... | ..... | 600 lb. useful load. |
| Fletch-Aire, Inc. Newton, N. J. | ..... | Ducted fan | 1 | ..... | ..... | ..... | 58 | ..... | 1,500 | 2 piston @ 115 hp. | ..... | ..... | ..... | 235 | Duct rotates 90 deg. |
|  | ..... | Ducted fan | 4 | ..... | ..... | ..... | ..... | ..... | 6,000 | 2 Lyc. T53 @ 840 shp. | ..... | ..... | 27,600 | 215 | Projected weapons carrier. |
| Helio Aircraft Corp. Norwood, Mass. | L-28A | ..... | 5 | 39' | 30' | 8' 10" | 231 | 2,037 | 3,000 | 1 Lyc. GO480@295 hp. | 96" | 1 | 22,500 | 189 | In production. |
| Hiller Aircraft Corp. Palo Alto, Calif. | X-18 | Tilt wing | 2 | 48' | 63' | 24' 7" | ..... | 33,000 | ..... | 2 All. YT40-A-14 | 192" | 2 | ..... | 250 | Testbed for USAF. |
| Kaman Aircraft Corp. Bloomfield, Conn. | K-16B | Tiltwing, deflected slipstream, & propulsive rotor | .. | 38' | 38' 4" | 17' 2" | 254.6 | ..... | ..... | 2 GE T58 @ 1,000 shp. | 168" | 2 | ..... | ..... | Navy flight research a/c. |
| Lanier Aircraft Corp. Marlton, N. J. | Paraplane | Boundary layer | 1 | 20' 7" | 21' | ..... | 111 | 780 | 1,280 | 1 Lyc. 0320 @ 150 hp. | ..... | 1 | 23,000 | 165 | Prototype flying. |
| | Paraplane | Boundary layer | 4 | 27' 11" | 22' 11" | 9' 6" | ..... | 1,200 | 2,200 | 1 Lyc. 0360 @ 180 hp. | ..... | 1 | 21,500 | 171 | Project. |
| McDonnell Aircraft Corp. St. Louis, Mo. | XV-1 | Convertiplane; unloaded rotor | 3 | 26' | 30' | 10' 8" | ..... | ..... | ..... | 1 Con.@ 550 hp. + tip jets | ..... | ..... | ..... | ..... | Translated Apr. 1955. |
| Leonard Mueller Eau Claire, Wisc. | Travois X-2 | Ducted fan | 4 | 20' ¹ | 10' | 5' 10" | ..... | 853 | 1,860 | 1 Aircooled 6V6 @ 245 hp. | 120" | 2 | ..... | 135 | Design study. |
| Piasecki Aircraft Corp. Philadelphia, Pa. | VZ-8P | Ducted fan | 1 | ..... | ..... | ..... | ..... | 2,000 | 2,500 | 1 Con. Artouste IIB 425 shp. | ..... | ..... | ..... | ..... | Tactical ground support. |
| | 59H | ..... | 4 | ..... | ..... | ..... | ..... | 2,600 | 3,670 | 2 Con. Artouste IIB 425 shp. | ..... | ..... | ..... | ..... |  |
| | HRP | ..... | 12 | 41' | 83' 8" | 13' 6" | ..... | 4,720 | 7,200 | 2 Con. Artouste IIB 425 shp. | 14' | ..... | 16,000 ² | 110 | |
| Robertson Aircraft Corp. Ft. Worth, Tex. | ..... | Vectored slipstream | 4 | ..... | ..... | ..... | ..... | ..... | ..... | 2 Lyc. GSO 480 @ 340 hp. | ..... | 2 | ..... | ..... | Range about 1,000 mi. |
| Ryan Aeronautical Co. San Diego, Calif. | X-13 Vertijet | Mod. tail Sitter | 1 | 21' | 24' | 15' | ..... | ..... | ..... | 1 R-R Avon @ 10,000 lb. t. | N.A. | None | ..... | ..... | Operates from platform. |
| | VZ-3RY | Vectored slipstream | 1 | 23' 5" | 27' 8" | 10' 8" | ..... | ..... | 2,600 | 1 Lyc. T53 @ 850 shp. | ..... | 2 | ..... | ..... |  |
| Sikorsky Aircraft Division | S-57 | Convertiplane | .. | ..... | ..... | ..... | ..... | ..... | ..... | 1 P&W JT-12 @ 5,000 lb. t. | ..... | ..... | ..... | 575 | Single-blade, retracting rotor. |
| United Aircraft Corp. Stratford, Conn. | ..... | Unloaded rotor | 40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Projected; 300 naut. mi. range. |
| Spacetrronics, Inc. Washington, D. C. | ..... | Ground effect | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 piston @ 12 hp. | 48" | 1 | 4-5" | ..... | Testbed built. |
| Vanguard Aircraft Air & Marine Corp. Paoli, Pa. | Model 2 | Ducted fan | 2 | 22' | 24' 6" | ..... | ..... | ..... | ..... | 1 Lyc. O540 @ 265 hp. | ..... | ..... | ..... | ..... | Testbed. Wing-buried rotor-props. Now in test phase. |
| Vertol Aircraft Corp. Morton, Pa. | VZ-2 | Tilt wing | 2 | 24' 11" | 26' 5" | 10' | 110 | 2,600 | 3,300 | 1 Lyc. T53 @ 825 shp. | 114" | 2 | ..... | ..... | Numerous conversions made. |

Military definition of VTOL aircraft is one which can clear a 50-ft. obstacle 50 ft. from start of takeoff; STOL aircraft is one which can clear a 50-ft. obstacle 500 ft. from start to takeoff. Many VTOL aircraft can also function as STOL types, carrying higher payloads in latter configuration. Army-Navy-Air Force VTOL and STOL projects embrace wide variety of propulsion and lift schemes. Most are test beds providing flight research data for future operational vehicles.

Abbreviations:
All. — Allison.
AS — Armstrong-Siddeley (now Bristol Siddeley).
Con. — Continental.
GE — General Electric.
Lyc. — Lycoming.
N.A. — Not applicable.
P&W — Pratt & Whitney Aircraft.

Kiek. — Kiekhæfer.
RR — Rolls-Royce.
¹ U. S. Army Flying Platforms; dimension given (span) is width of vehicle.
² Hovering ceiling in ground effect.

U.S. Civil and Military Rotary-Wing Aircraft

| Basic Data | | | | | | Dimensions | | | Weights | | Powerplant | Performance | | | Remarks |
|---|--------------|----------------|-------------|-------------------|---------------------|----------------|------------------------------|---------------------------------|-------------------|--------------------|---|------------------------------------|--|-----------------------------|--------------------------------------|
| Manufacturer and Address | Model number | Designation | No. of crew | No. of passengers | Cargo capacity, lb. | Rotor diameter | Max. length, blades unfolded | Over-all height to top of rotor | Weight empty, lb. | Max. gross wt. lb. | No., make, model and max. rating | Max. speed, mph., at altitude, ft. | Hovering ceiling in ground effect, ft. | Normal still-air range, mi. | |
| Bell Helicopter Corp. Ft. Worth, Texas | 47G-2 | Trooper | 1 | 2 | 886 | 35' 1" | 41' 5" | 9' 5" | 1,564 | 2,450 | 1 Lye. VO435 @ 200 hp. | 100 @ S.L.-1,400 | 10,850 | 238 | Army H-13H. |
| | H-13H | Sioux | 1 | 2 | 886 | 35' 1" | 41' 5" | 9' 5" | 1,564 | 2,450 | 1 Lye. VO435 @ 200 hp. | 100 @ S.L.-1,400 | 10,850 | 238 | Army H-13H. |
| | HTL-7 | ..... | 1 | 1 | 574 | 37' 2" | 43' 4" | 9' 4" | 1,916 | 2,565 | 1 Lye. 0435-6 @ 240 hp. | 103 @ N.R. | 8,200 | 154 | Instrument trainer. |
| | 47H | Bellaires | ..... | ..... | ..... | ..... | 41' 3" | 9' 4" | 1,499 | 2,350 | 1 AM6V4-200-C32 @ 200 hp. | 98 @ S.L.-1,400 | 4,300 | 211 | Commercial only. |
| | 47G-3 | Trooper | 1 | 2 | 1,110 | 37' 2" | 43' 4" | 9' 4" | 1,564 | 2,550 | 1 Frank 6VS-335 @ 225 hp. | ..... | 18 | ..... | ..... |
| | 47J | Ranger | 1 | 3 | 1,210 | 37' 2" | 43' 4" | 9' 4" | 1,640 | 2,565 | 1 Lye. VO-435 @ 220 hp. | 105 @ S.L.-7,000 | 7,400 | 222 | Also 2,800 lb. gross. |
| | HU-1A | Iroquois | 1 | 6-10 | 2,250 | 44' 53' | 11' 3" | ..... | 3,850 | 7,200 | 1 Lye. T53-L-1 @ 770 hp. | 142 @ N.R. | 14,400 | 186 | Former H-40. |
| | XV-3 | Conv' tiplane | 1 | 3 | 1,200 | 23' | ..... | ..... | 3,600 | ..... | 1 P&W R985 @ 450 hp. | ..... | ..... | ..... | ..... |
| | 47J-2 | Ranger | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2,850 | 1 Lye. VO-540 @ 305 hp. | ..... | ..... | ..... | ..... |
| Bensen Aircraft Corp. Raleigh, N. C. | B-8 | Gyroglider | 1 | 1 | 300 | 20' | 20' | 6' 4" | 105 | 475 | ..... | 90 @ S.L. | ..... | ..... | ..... |
| | B-8W | Hydroglider | 1 | 1 | ..... | 20' | 20' | 7' 4" | 130 | 500 | ..... | 60 | ..... | ..... | ..... |
| | B-8B | Gyroboat | 1 | 2 | ..... | 21' | 21' | 5' 9" | 135 | 650 | ..... | 60 | ..... | ..... | ..... |
| | B-9 | Little Zipster | 1 | 0 | ..... | 22' | 22' | 11' 6" | 385 | 800 | 1 Keikhaefer Mk. 78 @ 70 hp. | 65 @ S.L. | 9,000 | 100 | ..... |
| Brantly Helicopter Corp. Phil., Pa. | B-2 | YHO-3 | 1 | 1 | 50 | 23' 11" | 27' 9" | 6' 11" | 980 | 1,600 | 1 Lye. VO360-A1A @ 180 hp. | 100 @ S.L. | 4,000 | 300 | All-metal. |
| Cessna Aircraft Co. Wichita, Kans. | CH-1C | YH-41 | 1 | 1 | 400 | 35' | 32' 8" | 8' 5" | 2,045 | 3,000 | 1 Con. FSO470 @ 260 hp. | 124 @ S.L. | 9,600 | 260 | Modified YH-41 |
| Dunham Helicopters, Inc. Danbury, Conn. | D-10 | ..... | 1 | 7 | 1,900 | 48' | 58' 9" | 10' 5" | 3,445 | 5,550 | 1 Lye. SO720 | 100 @ S.L. | 4,400 | 310 | ..... |
| | LZ-5 | YH-31 | 1 | 7 | 1,400 | 48' | 58' 9" | 10' 5" | 3,387 | 5,200 | 1 Lye. SO580-A1B @ 400 hp. | 76 @ 1,000 | 4,000 | 350 | ..... |
| | D-12 | ..... | 2 | 0 | ..... | 26' 6" | 26' 4" | 7' 9" | ..... | 1,450 | 1 All. 250-C1 @ 250 shp. | 140 @ N.R. | 23,000 | 300 | Study. |
| Gyrodyne Co. of America St. James, N. Y. | GCA-41A | YRON-1 | 1 | 0 | 60 | 17' | 17' | 8' | 430 | 725 | 1 Porsche YO-95-2 @ 62 hp. | 68 @ S.L. | 4,900 | 59 | ..... |
| | GCA-41B | YRON-1 | 1 | 0 | 60 | 17' | 17' | 8' | 325 | 725 | 1 Solar T-62 @ 62 hp. | 72 @ S.L. | NA | 31 | ..... |
| | GCA-59 | XRON-1 | 1 | 0 | 60 | 20' | 20' | 9' | 536 | 910 | 1 Porsche YO-95-6 @ 72 hp. | 77 @ S.L. | 7,300 | 53 | Liaison rotorcycle. |
| | DSN-1 | ..... | 0 | 0 | ..... | ..... | ..... | ..... | ..... | ..... | 1 Porsche GP-702/2 | ..... | ..... | ..... | Destroyer ASW drone. |
| Hiller Aircraft Corp. Palo Alto, Calif. | ..... | YROE-1 | 1 | 0 | 60 | 18' 6" | 18' 6" | 6' 11" | 300 | 556 | 1 Nelson H63B @ 45 hp. | 70 @ S.L. | 9,200 | 30 | Liaison rotorcycle. |
|  | ..... | H-23D | 1 | 2 | 407 | 35' 5" | 40' 6" | 9' 9" | 1,816 | 2,850 | 1 Lye. VO-435 @ 250 hp. | 95 @ S.L. | 5,200 | 200 | 1,000-hr. + trans- mission. Army. |
| | UH-12E | 12E | 1 | 2 | 578 | 35' 5" | 40' 6" | 9' 9" | 1,700 | 2,700 | 1 Lye. VO-540 @ 305 hp. | 96 @ S.L. | 11,550 | 200 | Commercial only. |
| Hughes Aircraft Div. Culver City, Calif. | 269A | YHO-2 | 1 | 1 | ..... | 25' | 28' | 8' | 867 | 1,550 | 1 Lye. 0360-C2B @ 180 hp. | 95 @ S.L. | 13,500 | 220 | 45 min. engine change. |
| Kaman Aircraft Corp. Bloomfield, Conn. | H-43A | ..... | 2 | 3 | 2,000 | 47' | 47' | 11' 10" | 5,800 | 6,800 | 1 P&W R1340 @ 600 hp. | 110 @ 4,000 | 14,000 | 220 | Local base rescue. |
| | H-43B | Huskie | 2 | 8 | 2,000 | 47' | 47' | 12' 5" | 5,900 | 7,100 | 1 Lye. T53 @ 860 shp. | 107 @ 6,800 | 20,000 | 250 | World altitude record. |
| | HU2K-1 | Seasprite | 2 | 4 | 4,000 | 44' | 52' 2" | 12' 5" | 5,052 | 9,152 | 1 GE T58-GE-6 @ 1,050 eshp. | ..... | ..... | ..... | Navy utility. |
| | HOK-1 | ..... | 2 | 3 | 2,000 | 47' | 47' | 12' 5" | ..... | 6,800 | 1 P&W R1340 @ 600 hp. | 100 @ 4,000 | 12,000 | 220 | HUK-1 is Navy version. |
| | HTK-1 | ..... | 0 | 0 | ..... | 41' | 41' | 12' 3" | ..... | ..... | 1 Lye. 0435 @ 245 hp. | ..... | ..... | ..... | Robot development. |
| | K-17 | ..... | 2 | 0 | ..... | 37' | 37' | 8' 6" | 950 | 2,000 | 1 Turbomeca Turmo @ 400 eshp. | 80 @ S.L. | ..... | ..... | Propulsion research. |
| Kellett Aircraft Corp. Willow Grove, Pa. | KH-15 | ..... | 1 | 0 | ..... | ..... | ..... | ..... | ..... | ..... | 2 RM1 rockets @ 16 lb. t. | ..... | ..... | ..... | Research vehicle. |
| | KD-1A | ..... | 1 | 1 | ..... | 40' | 30' | 10' 9" | 1,500 | 2,200 | 1 Jacobs L-4MA @ 225 hp. | 110 @ N.R. | 14,000 | 190 | Autogiro. |
| | KD-10 | ..... | 1 | 1 | ..... | 40' | 33' | 9' 11" | 1,755 | 2,830 | 1 Con. 10520 @ 260 hp. | 150 @ N.R. | 21,000 | 420 | Autogiro. |
| McDonnell Aircraft Corp. St. Louis, Mo. | 120 | ..... | 1 | 1 | ..... | 31' | 31' | 9' | 2,669 | 6,000 | 3 AiResearch GTC-85-135 @ 85 hp. | 120 @ S.L. | 10,000 | 94 | Flying crane. |
| Republic Aviation Corp. Farmingdale, N. Y. | Alouette | ..... | 1 | 4 | 1,080 | 33' 6" | 31' 10" | 9' | 1,830 | 3,000 | 1 Turbomeca Artouste II B @ 400 shp. | 105 @ 14,500 | 15,500 | 325 | Sud Aviation license. |
| Sikorsky Aircraft Stratford, Conn. | S-55A | H-19B&D | 1-2 | 10 | 2,100 | 53' | 62' 3" | 13' 4" | 5,250 | 7,500 | WR R-1300-3 @ 800 hp. | 112 @ S.L. | 5,800 | 360 | ..... |
| | S-55C | H-19A&C | 1-2 | 10 | 1,700 | 53' | 62' 3" | 13' 4" | 4,950 | 7,200 | P&W R-1340-57 @ 600 hp. | 101 @ S.L. | 2,000 | 400 | ..... |
| | S-56 | H-37A | 2-3 | 23 | 6,000 | 72' | 88' 0" | 17' 1" | 20,690 | 31,000 | P&W R-2800-54 @ 2,100 hp. | 130 @ S.L. | 7,000 | 145 | ..... |
| | S-58 | H-34A | 1-2 | 18 | 4,000 | 56' | 65' 10" | 14' 4" | 7,630 | 13,000 | Wr R-1820-84 @ 1,525 hp. | 123 @ S.L. | 4,900 | 182 | ..... |
| | S-60 | ..... | 2 | ..... | 8,000 | 72' | 87' 11" | 17' 0" | 19,613 | 31,200 | P&W R-2800-54 @ 2,100 hp. | 130 @ S.L. | 6,800 | 265 | ..... |
| | S-61 | HSS-2 | 4 | ..... | ..... | 62' | 72' 5" | 15' 4" | 10,854 | 17,300 | GE T-58-8 @ 1,250 hp. | ..... | ..... | ..... | ..... |
| | S-61L | ..... | 2-3 | 28 | 6,500 | 62' | 72' 5" | ..... | 10,259 | 18,700 | GE CT-58-110-1 @ 1,250 hp. | 150 @ S.L. | 5,300 | 285 | ..... |
| | S-62 | ..... | 1-2 | 9 | 2,000 | 53' | 62' 3" | 14' 2" | 4,600 | 4,600 | GE CT-58-100-1 @ 1,050 hp. | 124 @ S.L. | 15,800 | 260 | ..... |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Vertol Aircraft Corp. Morton, Pa. | 107 | YHC-1 | 2 | 22 | ..... | 48' 4" | 81' 8" | 16' 10" | 9,100 | 15,500 | 2 Lye. T53 @ 825 shp. | 144 @ 400 | ..... | ..... | Prototype. |
| | 107 II | ..... | 2 | 25 | 6,836 | 50' | 83' 4" | 6' | ..... | 18,400 | GE T58-8 | ..... | 7,800 | ..... | ..... |
| | 105 | ..... | 2 | 20 | ..... | 44' | ..... | ..... | 8,750 | 14,700 | 2 Lye. T53 @ 825 shp. | 140 @ S.L. | ..... | ..... | Turbine Testbed. |
| | 44 | ..... | 2 | 15-19 | 5,420 | 44' | ..... | ..... | 8,980 | 14,300 | 1 Wr. R1820 | 110 @ N.R. | 4,900 | ..... | ..... |
|  | ..... | H-21A | 1-2 | 14 | ..... | 44' | 86' 4" | 16' | 8,300 | 14,500 | 1 Wr. R1820-103 @ 1,150 hp. | 140 @ S.L. | 14,900 | 450 | ..... |
| | 43 | H-21B | 1-2 | 20 | ..... | 44' | 86' 4" | 16' | 8,600 | 15,000 | 1 Wr. R1820-103 @ 1,425 hp. | 140 @ S.L. | 6,000 | 400 | ..... |
| | 43 | H-21C | 1-2 | 20 | 4,500 | 44' | 86' 4" | 16' | 8,600 | 15,000 | 1 Wr. R1820-103 @ 1,425 hp. | 140 @ S.L. | 6,100 | 400 | ..... |
|  | ..... | H-21D | 2 | 20 | ..... | 44' | ..... | ..... | 8,611 | 14,700 | 2 GE T58 @ 1,024 shp. | 140 @ S.L. | ..... | ..... | Turbine testbed. |
|  | ..... | YHC-1B | 2 | 27-33 | 6,000 | ..... | 51' | 18' 6" | 15,459 | 23,500 | 2 Lye. YT 55-L-5 @ 1,940 shp. | 170 @ S.L. | 12,800 | ..... | Chinook |
| | | | | | | | | | | | | | | | |

All. — Allison.
AM — Aircooled Motors.
Con. — Continental.
GE — General Electric.
Lyc. — Lycoming.

N.R. — Not reported.
P&W — Pratt & Whitney Aircraft.
RMI — Reaction Motors.
Wr. — Wright.

USSR Military and Civil Aircraft

| Basic Data | | | | Physical Data | | | Powerplant | Performance | | Armament | Remarks |
|---------------------|-------------|----------------|-------------|--------------------|----------------------|-------------------|---|---------------------|----------------------|------------------------------|---|
| Mission | Designation | NATO Code name | No. of crew | Over-all span, ft. | Over-all length, ft. | Gross weight, lb. | No. designation and max. power each engine | Maximum speed, mph. | Service ceiling, ft. | No. and type weapons | |
| FIRST-LINE AIRCRAFT | | | | | | | | | | | |
| STRATEGIC BOMBERS | | | ... | 78 | 195 | 300,000 | 2 x tj @ 35,000 lb.t. 2 x nuclear @ 70,000 lb.t. | | | | Nuclear bomber prototype; credited to designer V. M. Myasishchev. Equipped for aerial refueling. Range about 8,000 mi. Comparable to Boeing B-47 |
| | Type 37 | Bison | ... | 170 | 140 | 250,000 | 4 x Lulko tj. @ 19,500 lb. t. | 610 | 57,000 | ..... |  |
| | Tu-20 | Bear | ... | 180 | 150 | 330,000 | 4 x tp. @ 12,000 eshp. | 550 | 50,000 | ..... |  |
| | Tu-16 | Badger | ... | 100 | 105 | 150,000 | 2 x Lulko tj. @ 19,500 lb.t. | 600 | 50,000 | ..... |  |
| TACTICAL BOMBERS | Il-28 | Beagle | 3 | 68 | 62 | | 2 x RD-45 tj. @ 5,000 lb.t. | 600 | 45,000 | 2 x 23-mm. 2 x 12.7-mm. | Satellite production and use. |
| | Il-30 | Blowlamp | 2 | 57 | 70 | | 2 x tj. @ 17,000 lb. t. | 750 | | | 55-deg. wing sweepback. |
| | Tu-14 | Bosun | 3 | 70 | 65 | 50,000 | 2 x VK-1 tj. @ 5,000 lb.t. | 500 | | | Navy torpedo bomber. |
| | | Backfin | 3 | 75 | 85 | | 2 x tj. @ 17,000 lb.t. | 900 | | | Experimental prototype flew summer 1957; 59-deg. wing sweepback. |
| FIGHTERS | MiG-21 | Faceplate | 1 | 33 | 50 | | 1 x axial tj. @ 22,000 lb.t. | 1,200 | 60,000 | | Operational. Competitor to MiG-21; not in production; used area rule. Low-set slab tail; 3,000 in service. Delta; 54-in. tailpipe dia. all-weather; in production. Competition to Su-15; not in production. Standard operational all-weather fighter. Light bomber. All-weather; in production. MiG-15 development. C & D models have aft. & radar fire control systems for limited all-weather capability. Satellite production and use; minimum 15,000 built. |
| | MiG-? | Fitter | 1 | ..... | ... | ..... | 1 x axial tj. @ 22,000 lb.t. | 1,000 | ..... | ..... |  |
| | MiG-19 | Farmer | 1 | ..... | ... | 27,000 | 2 x axial tj. @ 8,000 lb.t. +aft. | 900 | 55,000 | 2 x 23-mm. | |
| | Su-15 | Fishpot | 1 | 25 | 50 | ..... | 1 x axial tj. @ 22,000 lb. t. | 1,200 | 60,000 | ..... |  |
| | Su-16 | Fishbed | ... | ..... | ... | ..... | ..... | ..... | ..... | ..... |  |
| | Yak-25 | Flashlight A | 2 | 40 | ... | ..... | 2 x axial tj. @ 8,000 lb. t. | 700 | ..... | 2 x 37-mm. | |
| | Yak-? | Flashlight B | 2 | 40 | 55 | 30,000 | 2 x axial tj. | 800 | ..... | ..... |  |
| | Yak-? | Flashlight C | 2 | 40 | 55 | 30,000 | 2 x axial tj. | 800 | ..... | ..... |  |
| HELICOPTERS | Mil-1 | Hare | 4 | 48.5 ¹ | ... | 4,938 | 1 x Ash-26B @ 575 hp. | 105 | | | Range 400 mi. Mi-1T development. Aeroflot uses 10-place Mi-4P. New FAI 100 km. speed record: 166.5 mph.; has carried 24,000 lb. payload to 7,500 ft. alt. Yak-24K is plush seat civil executive transport for Aeroflot. Coaxial rotor, 4 passenger. Coaxial rotor. Coaxial rotor, 2 passenger. |
| | Mil-3 | ..... | 4 | 47 ¹ | 39 | 5,180 | ..... | 124 | ..... | ..... |  |
| | Mil-4 | Hound | 2 | 60 ¹ | ... | 12,015 | 1 x Ash-82V @ 1,700 hp. | 130 | 11,800 | None | |
| | Mil-6 | Hook | ... | ..... | ... | ..... | 2 x Sol. @ 5,000 lb.t. | ..... | ..... | ..... |  |
| | Yak-24 | Horse | 4 | 60 ¹ | 75 | 35,000 | 2 x Ash-82B @ 1,430 hp. | ..... | ..... | None | |
| | Yak-24K | Flying-Bus | ... | ..... | 69 | 28,665 | 2 x Ash-82B @ 1,600 hp. | ..... | ..... | ..... |  |
| | Ka-18 | Hog | ... | ..... | ... | ..... | 1 x 250 hp. | ..... | 8,000 | ..... |  |
| | Ka-10 | Hat | 1 | ..... | ... | 440 | 1 x 55 hp. | ..... | ..... | ..... |  |
| TRANSPORTS | An-2 | Colt | 2 | 54 | 35 | 11,000 | 1 x Ash-621A (@) 1,000 hp. | 137 | 27,890 | None | Holds FAI altitude record. Assault transport; Aeroflot freighter. 85 passengers; An-10A carries 100. 130 passengers; like An-10. Antonov design; 6 passengers. USSR, Polish, Czech airlines; 3,000 built. Il-12 development/replacement; prod. 30/month. 24-passenger version. 70-100 passengers; 2,600-mi. range. Tu-4 development (Boeing B-29 copy). ICAO range; 1,988 mi. 70 passengers; Tu-104B carries 100. 2,000-ni. nonstop full-load range; 50 passengers 1st class, 100 tourist. Moscow-N.Y. nonstop capability with 100 passengers. New medium range transport. USSR-built Douglas DC-3. Patrol flying boat similar to Martin P5M-1. |
| | An-4 | Camp | ... | ..... | ... | 77,160 | 2 x NK tp. @ 4,000 eshp. | ..... | ..... | Tail turret | |
| | An-10 | Cat | 3-5 | ..... | ... | ..... | 4 x NK&AI tp. @ 4,000 eshp. | 450 | 30,000 | None | |
| | An-16 | ..... | ..... | ..... | ..... | ..... | 4 x NK&AI tp. @ 4,000 eshp. | ..... | ..... | None | |
| | An-14 | (Little Bee) | ... | 65 | 36 | 7,050 | 2 x AI-14R | 143 | ..... | None | |
| | Il-12 | Coach | 2-5 | 104 | 70 | 38,000 | 2 x Ash-82FNV @ 1,850hp. | 252 | ..... | None | |
| | Il-14 | Crate | 2-5 | 104 | 70 | 36,400 | 2 x Ash-82T @ 1,900 hp. | 200 | 1,990 | None | |
| | Il-14M | Crate | ... | ..... | ... | ..... | ..... | ..... | ..... | None | |
| | Il-18 | Coot | 3-5 | ..... | ... | ..... | 4 x NK&AI tp. @ 4,000 eshp. | ..... | 30,000 | None | |
| | Tu-70 | Cart | 4 | 141 | 119 | ..... | 4 x Ash-82FNV @ 1,850 hp. | 215 | ..... | None | |
| | Tu-104 | Camel | 3 | 114 | 121 | 120,152 | 2 x M-209 tj. @ 14,880 lb.t. | 560 | 39,000 | None | |
| | Tu-104A | Camel A | 3 | ..... | ... | ..... | ..... | 600 | ..... | None | |
| | Tu-110 | Cooker | 3 | 122 | 125 | 142,152 | 4 x M-209 tj. @ 15,000 lb.t. | 600 | 36,000 | None | |
| | Tu-114 | Cleat | 4 | ..... | 177 | ..... | 4 x NK-12M tp. @ 12,000 eshp. | 550 | 35,000 | None | |
| | Tu-114D | ..... | ... | 180.5 | ... | 240,000 | 4 x NK-12M tp. @ 12,000 eshp. | ..... | ..... | ..... |  |
| | Tu-124 | ..... | 2 | 95 | 64 | ..... | 2 x M-62R @ 1,000 hp. | ..... | ..... | ..... |  |
| SUPPORT AIRCRAFT | Li-2 | Cab | ... | 108 | ... | 51,600 | 2 x Ash-73 @ 2,000 hp. | 260 | 3,045 | ..... |  |
| | Be-6 | Madge | ... | ..... | ... | ..... | ..... | ..... | ..... | ..... |  |
| | Tu-104B | ..... | ... | 144 | 124.4 | ..... | 2 x AM-3 | 560 | ..... | ..... |  |
| | BOMBERS | | | | | | | | | | |
| BOMBERS | IL-10 | Beast | 2 | 45.5 | 40 | | 1 x AM-12 @ 2,000 hp. | 300 | | 1 x 12.7-mm. 2 x 7.62-mm. | Satellite use. |
| | Il-26 | Butcher | 3 | 68 | 62 | | 2 x axial tj. @ 5,000 lb.t. | 570 | 45,000 | 2 x 23-mm. 1 x 20-mm. | Production predecessor of Il-28. |
| | Tu-4 | Bull | 6-8 | 141 | 99 | | 4 x Ash-82FNV @ 1,850 hp. | 225 | | | Russian copy of Boeing B-29. |
| | Tu-? | Barge | ... | 185 | 145 | 210,000 | 4 x tp. @ 4,500 eshp. | 380 | | | Pre-production quantities; turboprop testbed for Bear. |
| TRAINERS | Tu-2 | Bat | 5 | 61.9 | 45.3 | 28,224 | 2 x Ash-82FNV @ 1,850 hp. | 360 | 36,000 | 2 x 20-mm. 2 x 12.7-mm. | Polish and Red Chinese service. |
| | Yak-18A | | 2 | | ... | | 1 x radial piston | 161 | 16,897 | | Tricycle gear. |
| TRAINERS | Yak-18P | | 1 | | ... | | 1 x radial piston | 174 | 21,982 | | Tricycle gear. |

Abbreviations
AM—A. A. Mikulin
An—O. K. Antonov
ASH—A. D. Shvetsov
Il—Sergel Ilyushin
AI—A. G. Ivchenko
Ka—Nicolai Kamov

La—Semyon Lavochkin
¹Rotor diameter
M—Motor (old designation)
MiG—Artem Mikoyan & Mikhail Gurevich
Mil—Mikhail Mil
NK—N. D. Kuznetsov

Sol—Soloviev
Su—Pavel Sukhoi
tj—turbojet engine
tp—turboprop engine
Tu—Andrei Tupolev
VK—V. Klimov
Yak—Aleksandr Yakovlev
aft.—afterburner

Foreign Rotary-Wing Aircraft

| Basic Data | | | | Dimensions | | | Weights | | Powerplant | | Performance | | | | | Remarks |
|---|-------------------|----------------|-------------------|----------------|-----------------------|---------------|-------------------|--------------------------|--|---------------------|--------------------|-----------------------------|--|----------------------|------------------------------|--|
| Manufacturer and Address | Model designation | Name | Seats, incl. crew | Rotor diameter | Length, blades folded | Max. height | Weight empty, lb. | Normal gross weight, lb. | Number, make, model and max. rating, ea. | Fuel capacity, gal. | Maximum speed, mph | Initial rate of climb, fpm. | Hovering ceiling in ground effect, ft. | Service ceiling, ft. | Maximum still air range, mi. | |
| CZECHOSLOVAKIA Czechoslovak Aircraft Works Prague | HC-2 | Heli-Baby | 2 | 28' 10" | 34' 4" | 8' 4" | 838 | 1,280 | 1 Praga DH @ 83 hp. | 8.8 | 81 | 705 | 3,940 | 9,940 | 93 | In production in Otrokovice. |
| FRANCE Sud Aviation Paris | S.E. 3130 | Alouette II | 5 | 33' 6" | 31' 6" | 9' | 1,874 | 3,300 | 1 Turbomeca Artouste II @ 400 eshp. | 152 | 106 | 880 | 11,150 | 14,800 | 346 | Republic licensee in U.S. |
| | S.O. 1221 | Djinn | 2 | 36' | 17' 5" | 8' 7" | 790 | 1,676 | 1 Turbomeca Palouste @ 528 eshp. | ..... | 82 | 690 | 3,280 | ..... | 310 | Republic licensee in U.S. |
| | S.E. 3200 | Frelon | 20+ | 49' 2" | 48' 10" | 15' 5" | 9,920 | 16,530 | 3 Turbomeca Turmo III B @ 750-800 | ..... | ..... | ..... | ..... | ..... | ..... | Prototype. First flight 6/10/59. |
| | S.E. 3160 | Alovette III | 7 | 36' 1" | 33' 1/2" | 9' 8" | 2,300 | 4,190 | 1 Turbomeca Artouste III @ 870 shp. | 157 | 124 | ..... | 13,000 | 13,000 | 155 | |
| Helicop-Air Paris | L 50 | Girhel | 2 | 32' | ..... | ..... | ..... | ..... | 1 Con. C90 @ 90 hp. | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | L 51 | Girhel | 2 | ..... | ..... | ..... | ..... | ..... | 1 Lyc. O-320 @ 150 hp. | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| GREAT BRITAIN Bristol Aircraft, Ltd. Filton | 171 Mk. 4 | Sycamore | 5 | 48' 7" | 46' 2" | 10' 1" | 4,130 | 5,400 | 1 Alvis Leonides 524/1 @ 525 hp. | 107 | 115 | 750 | 7,200 | ..... | 370 | Military, civil models. |
| | 192 | ..... | 27 | 48' 8" | 89' 9" | 17' | 10,553 | 18,000 | 2 Napier Gazelle 2 @ 1,650 shp. | 670 | 138 | 1,175 | 11,050 | 13,250 | 483 | Tandem rotors. |
| Fairey Aviation, Ltd. Hayes, Middlesex | ..... | Rotodyne | 56-70 | 104' 90' | 104' 90' | 27' 3" 22' 2" | 35,564 | 53,500 | 2 RR Tyne @ 5,000 shp. | 1,250 | 201 | 2,000 | ..... | ..... | 735 | Kaman is US licensee |
|  | ..... | Rotodyne | 50 | ..... | ..... | ..... | ..... | 38,000 | 2 Napier Eland N. EL. 3 @ 2,800 shp. | 1,250 | 185+ | 2,000 | ..... | ..... | 460 | Prototype. |
| Westland Aircraft, Ltd. Yeovil, Somerset (Ex-Saunders-Roe) | Mk. 1 | Whirlwind | 12 | 53' | 41' 8 1/2" | 13' 3" | 5,286 | 7,500 | 1 P&W R-1340-40 @ 600 hp. | 145 | 109 | 800 | ..... | 7,000 | 300 | Many civil and military versions. |
|  | ..... | Widgeon | 5 | 49' 2" | 40' 10" | 13' 3" | 4,424 | 5,900 | 1 Alvis Leonides 521/2 @ 500 hp. | 83.2 | 104 | 700 | 5,000 | 10,500 | 310 | Version of Dragonfly (Sik. S-51). |
|  | ..... | Wessex | 14 | 56' | 65' 9 1/2" | 15' 10" | 7,600 | 12,600 | 1 Nap. Gazelle NGa. 13 @ 1,430 shp. | 300 | 144 | 1,750 | 7,000 | 14,000 | 390 | Royal Navy ASW. |
| | Series 1 | Westminster | 4 | 72' | 89' 4" | 19' 6" | 22,300 | 36,000 | 2 Nap. Eland E. 229A @ 3,150 shp. | 500 | ..... | 1,900 | 9,000 | ..... | 207 | Prototype. |
| | P. 531-1 | WASP | 6 | 32' 3" | 30' 4" | 10' 4" | 2,836 | 3,950 | 1 Blackburn Turmo 603 @ 425 shp. | 160 | 110 | 1,250 | 5,000 | ..... | 260 | Main rotor 350 rpm. |
| | P. 531-2 | WASP | 6 | 32' 3" | 30' 4" | 10' 4" | 2,836 | 5,000 | 1 Blackburn A-129 @ 968 shp. | 160 | 128 | 1,490 | 17,800 | ..... | 252 | Main rotor 400 rpm. |
| | P. 502 | Skeeter Mk. 12 | 2 | 32' | 28' 5" | 10' 2" | 1,656 | 2,250 | 1 DH Gipsy Major @ 215 hp. | 23 | 104 | 1,100 | 4,900 | 12,200 | 206 | Main rotor 340 rpm. |
| ITALY Giovanni Agusta Gallarate | 102 | ..... | 8-10 | 47' 7" | 41' 9" | 10' 7" | 4,075 | 6,215 | 1 P&W R-1340 @ 600hp. | ..... | 120 | 1,100 | 9,200 | 14,100 | 300 | First flight 2/3/59. |
| | AZ101G | ..... | 27 | 65' | 64' 6" | 16' 4" | 12,100 | 25,000 | 3 de Hav. Gnome H. 1000 @ 1,000 shp. | ..... | 143 | 1,280 | 20,600 | ..... | 280 | Data based on design estimates. |
| | 103 | ..... | 1 | 22' 7" | 18' 7" | 6' 8" | 570 | 970 | 1 Agusta MVG A 70 @ 80 hp. | ..... | 95 | 710 | 7,300 | 12,000 | 280 | Also versions of Bell 47G & J. |
| Aer Lualdi Rome | L. 59 | ..... | 4 | 34' 9" | 29' 9 1/2" | 9' 8" | 1,477 | 2,557 | 1 Con. IO-470-D @ 260 hp. | 40 | 100 | 820 | 9,500 | 19,300 | ... | Series production. |
| Fiat Aviation Division Turin | 7002 | ..... | 7 | 39' 5" | ..... | 9' 5" | 1,320 | 3,085 | 1 Fiat 4700 gas generator @ 530 hp. | ..... | 106 | ..... | ..... | 11,150 | 185 | Two-blade rotor. |
| NETHERLANDS Nederlandse Helicopter Industrie N.V. Papendrecht | H-3 | Kolibrie | 2 | 33' | 33' | 9' | 600 | 1,540 | 2 NHI TJ-5A ramjets @ 62 hp. | 106 | 70 | 440 | 1,360 | 11,000 | 45 | Agriculture. |
| POLAND Aircraft Construction Center Swidnik | SM-2 | ..... | 5 | 47' | 55' 7 1/2" | 10' 10" | 4,000 | 5,380 | 1 AI-26V @ 575 hp. | ..... | 99 | 886 | 6,562 | 13,120 | 217 | Redesigned SM-1, Polish version of Mil Mi-1. |
| | BZ-4 | Zuk | 4 | 39' 4 1/2" | 41' 10" | 8' 6 1/2" | 2,815 | 3,300 | 1 Narkiewicz WN-4 @ 320 hp. | 44 | 97 | 905 | 1,970 | 9,840 | 161 | |
| WEST GERMANY Carl F. W. Borgward Bremen | ..... | Kolibri I | 3 | 30' 10" | 27' 3" | 10' | 1,765 | 2,645 | 1 Lyc. VO-435-A1B @ 260 hp. | 40 | 100 | 790 | 492 | 14,760 | 250 | Production follows 2nd prototype. |
| Bolkow-Entwicklungen Ottobrunn Bei Munchen | ..... | Bo-103 | 1 | 21' 7" | ..... | ..... | ..... | 882 | 1 ILO @ 40-50 hp. | ..... | 87 | ..... | ..... | ..... | 280 | Trainer. |

Leading Foreign Aircraft, Military and Civil

| Manufacturer | Model designation | Aircraft name | Primary mission | Max. No. of crew | Max. No. of passengers | Overall wingspan, ft. | Overall length, ft. | Maximum height, ft. | Wing gross area, sq. ft. | Weight empty, lb. | Gross weight, lb. | Number, make, model and max. rating of powerplants | Maximum speed, mph. |
|--|-------------------|-----------------------|-----------------|------------------|------------------------|-----------------------|---------------------|---------------------|--------------------------|-------------------|-------------------|--|---------------------|
| ARGENTINA Fabrica Militar de Aviones (Instituto Aerotecnico) Cordoba | I.A. 35 | Huanquero | Multi | 3 | 8 | 64' 3" | 45' 10" | 15' 5" | 455 | 7,700 | 13,700 | 2 I.A. 19 R El Indio @ 620 hp. | 225 |
| | I.A. 37 | ..... | Research | 1 | 0 | 32' 9" | 36' | 11' 9" | 516 | 6,160 | 9,900 | 1 R-R Derwent 5 @ 3,600 lb. t. | 500 |
| | I.A. 38 | ..... | Cargo Transport | ..... | ..... | 105' | 44' 3" | 15' | 1,431 | 18,700 | 35,200 | 4 I.A. 16 El Gaucho @ 450 hp. | 156.5 |
| | I.A. 45 | ..... | Personal | 1 | 3-4 | 44' 6" | 29' | 9' 2" | 205 | 2,426 | 3,670 | 2 Lye. 0-320 @ 150 hp. | 178 |
| | I.A. 46 | ..... | Utility | 1 | 2 | 38' 7" | 24' 11" | 7' 3" | 194 | 1,213 | 2,204 | 1 Lye. 0-320 @ 150 hp. | 121 |
| AUSTRALIA Commonwealth Aircraft Corp. Pty., Ltd. Lorimer Street, Port Melbourne, Victoria | C.A. 25 | Winjeel | Trainer | 3 | 0 | 38' 9" | 28' | 9' | 249 | 3,289 | 4,235 | 1 P&W R985-AN2 @ 450 hp. | 187 |
| | C.A. 27 | Sabre Mk. 32 | Fighter | 1 | 0 | 37' 1" | 27' 6" | 14' 8" | 302 | 11,000 | 20,000 | 1 R-R Avon 26 @ 7,500 lb. t. | 700 |
| | C.A. 28 | Ceres | Agricultural | 1 | 0 | 47' | 30' 3" | 9' | 312 | 4,060 | 7,000 | 1 P&W Wasp 53HI-G @ 600 hp. | 140 |
| Government Aircraft Factories Fishermen's Bend Melbourne, Victoria | ..... | Canberra 20 | Bomber | 2 | 0 | 64' | 65' 6" | 15' 6" | 960 | ..... | 51,000 | 2 R-R Avon Mk. 109 | ..... |
|  | ..... | Jindivik Mk. 2 | Drone | 0 | 0 | 19' | 23' 4" | ..... | 76 | 1,750 | 2,800 | 1 B-5 Viper ASV3 | 575 |
| BELGIUM Avions Fairey S.A. Gosselies | ..... | Tipsy Junior Mk. VI | Sport, Training | 1 | 0 | 23' | 18' 9 1/2" | 4' 6" | 113 | 470 | 770 | 1 Con. @ 65 hp. | 107 |
| | T66 Mk. 2 | Tipsy Nipper | Sport, Training | 1 | 0 | 19' 8" | 15' | 6' 2" | 87' 6" | 420 | 660 | 1 Flugzeugbau Stark K.G. "Stamo" 1400A @ 45 hp. | 75 |
| BRAZIL Sociedade Construtora Aeronautica Neiva, Ltda Rua N.S. de Fatima, 360, Botucatu, Sao Paulo | IPD5082 | ..... | Reconnaissance | 1 | 1 | 35' 3" | 23' | 9' 2" | 180 | 1,100 | 2,460 | 1 Lye. 0-320 @ 150 bhp. | ..... |
| | P-56-C | Paulistinha | Primary Trainer | 1 | 1 | 35' 3" | 22' | 8' 2" | 180 | 880 | 1,300 | 1 Con. C-90-8F @ 95 bhp. | 138 |
| CANADA Avro Aircraft Ltd. Box 4004, Terminal "A" Toronto, Ontario | CF-100 Mk. 5 | ..... | Interceptor | 2 | 0 | 60' 10" | 54' 2" | 14' 6" | 591 | ..... | 33,600 | 2 Orenda 11' @ 7,000 lb. t. | ..... |
| | | | | | | | | | | | | | |
| Canadair Ltd. P.O. Box 6087 Montreal, Quebec | CL-13 | Sabre 6 | Fighter | 1 | 0 | 37' 1 1/2" | 37' 6" | 14' 9" | 288 | 10,840 | 15,100 | 1 Orenda 14 @ 7,200 lb. t. | 700 |
| | CL-28 | CP-107 Argus | Anti-sub. | 15 | 0 | 142' 4" | 128' 3" | 36' 8" | 2,075 | 81,000 | 148,000 | 4 Wright R-3350 @ 3,700 hp. | 288 |
| | CL-30 | Silver Star | Trainer | 2 | 0 | 42' 5" | 37' 8" | 11' 8" | 238 | 8,440 | 16,800 | 1 R-R Nene 10 @ 5,100 lb. t. | 520 |
| | CL-41 | ..... | Trainer | 2 | 0 | 36' 4" | 32' 0" | 9' 4 1/2" | 220 | 4,700 | 6,500 | 1 P&W JTC-12 @ 2,400 lb. t. | 474 |
| | CL-44-6 | CC-106 | Transport | 5 | 134 | 142' 4" | 136' 7" | 36' 8" | 2,075 | 88,829 | 205,000 | 4 R-R Tyne 12 @ 5,730 ehp. | 405 |
| | CL-44D-4 | Forty Four | Cargo | 4 | 0 | 142' 4" | 136' 7" | 36' 8" | 2,075 | 87,575 | 205,000 | 4 R-R Tyne 12 @ 5,730 ehp. | 405 |
| | CL-44D-4 | Forty Four | Transport | 4 | 189 | 142' 4" | 136' 7" | 36' 8" | 2,075 | 95,930 | 205,000 | 4 R-R Tyne 12 @ 5,730 ehp. | 335 |
| | CL-66B | CC-109 | Transport | 3 | 40 | 105' 4" | 81' 6" | 28' 1 1/2" | 920 | 35,187 | 57,500 | 2 Napier Eland 504A @ 3,500 ehp. | 335 |
| | CL-90 | CF-104 | Strike reconn. | 1 | 0 | 21' 11" | 54' 9" | 13' 6" | 196 | ..... | ..... | 1 GE J79-GE-7 @ 15,000 lb. t. | M2+ |
| The de Havilland Aircraft of Canada, Ltd. Downsview P.O. Ontario | DHC-2 | Beaver | Transport | 1-2 | 5-6 | 48' | 30' 4" | 10' 7" | 250 | 2,951 | 5,100 | 1 P&W @ 450 hp. | 163 |
| | DHC-3 | Otter | Transport | 1-2 | 9-10 | 58' | 42' | 15' | 375 | 4,368 | 8,000 | 1 P&W @ 600 hp. | 153 |
| | DHC-4 | Caribou | Transport | 2 | 27-30 | 95' | 68' | 36' | 920 | 14,500 | 26,000 | 2 P&W @ 1,450 hp. | 214 |
| EAST GERMANY Vereinigung Volkseigener Betriebe Flugzeugbau Pirna, Elbe | Baade B.B.152 | ..... | Transport | 4-5 | 48-72 | 86' 8" | 102' 8" | 31' 10" | 1,485 | 63,000 | 102,515 | 4 Type 014 @ 6,945 lb. t. | 572 |
| | IL-14P | ..... | Transport | 3-4 | 26 | 104' | 69' 11" | 25' 11" | 1,076 | 26,900 | 37,500 | 2 ASH-82T @ 1,900 hp. | 267 |
| FRANCE Societe Boisavia 11, Rue Pierre Brossolette, Irvy-Sur-Seine | B. 605 | Mercurey | Personal | 1 | 3 | 37' 6" | 23' 6" | 7' 6" | 194 | 1,430 | 2,575 | 1 SNECMA 4LO2 @ 170 hp. | 155 |
| | | | | | | | | | | | | | |
| S.A. des Ateliers d'Aviation Louis Breguet 24, Rue Georges Bizet, Paris (XVIIe) | 1050 | Alize | Carrier Based | 3 | 0 | 51' 2" | 45' 5" | 16' 4" | 377 | 12,560 | 18,100 | 1 R-R Dart 21 @ 1950 shp | 265 |
| | 763 | Deux-Ponts "Provence" | ASW | 3 | 107 | 140' 8" | 94' 11" | 31' 4" | 1,965 | 68,150 | 113,500 | 4 P&W R2800 CA 18 @ 2400 hp. | 272 |
| | 765 | Deux-Ponts "Sahara" | Civil Transport | 3 | 107 | 140' 8" | 94' 11" | 31' 4" | 1,965 | 68,343 | 119,000 | 4 P&W R2800 CB 16 @ 2400 hp. | 265 |
| | 1150 | Atlantic | Mil. Transport | 4 | 125 | 140' 8" | 94' 11" | 31' 4" | 1,965 | 68,343 | 119,000 | 4 P&W R2800 CB 16 @ 2400 hp. | 265 |
| | 940 | Integral | ASW | 12 | ..... | 124' | 90' | 30' | 1,292 | ..... | 86,000 | R-R Tyne | ..... |
| Generale Aeronautique Marcel Dassault 78, Quai Carnot, Saint Cloud, (Seine-et-Oise) | ..... | ..... | STOL | 2 | 0 | 57' 5" | 39' 4" | ..... | 470 | ..... | 15,500 | 4 Turbomeca Turmo II @ 400 hp. | 236 |
|  | ..... | ..... | Experiment | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 941 | ..... | STOL Transport | 2 | 0 | 76' | 71' | 29' | 890 | 23,000 | 44,000 | 4 GE T.58 @ 1250 hp. | 265 |
| | SMB-2 | Super-Mystere | Fighter-Bomber | 1 | 0 | 34' 4" | 46' 1" | 16' 11" | 375 | 15,400 | 22,050 | 1 SNECMA Atar 101-G @ 9,900 lb. s. t. | M.1> |
|  | ..... | Etendard IV-M | Fighter (Naval) | 1 | 0 | 31' 6" | 47' 3" | 14' | 312 | ..... | 19,400 | 1 SNECMA Atar-8 @ 9,700 lb. s. t. | M.1.06 |
| Generale Aeronautique Marcel Dassault 78, Quai Carnot, Saint Cloud, (Seine-et-Oise) | ..... | Mirage III | Fighter | 1 | 0 | 27' | 45' 5" | 14' 9" | 366 | 12,350 | 18,740 | 1 SNECMA Atar-9+1 sepr. engine @ 13,225 lb | M.2> |
|  | ..... | Mirage III-B | Fighter-Trainer | 2 | 0 | ..... | ..... | ..... | ..... | ..... | 18,450 | 1 SNECMA Atar-9 no sepr. engine @ 13,225 lb | M.2> |
|  | ..... | Mirage IV | Bomber | 2 | 0 | ..... | ..... | ..... | ..... | ..... | 55,100 | 2 SNECMA Atar-9 @ 13,225 lb. | M.2> |
| | MD-415 | Communaute | Transport | 2 | 8 | 53' 11" | 42' 8" | 14' 1" | 387.5 | 7,960 | 13,000 | 2 Turbomeca Bastan @ 750 hp. | 332 |
| | | | | | | | | | | | | | |

*—Cruise Speed

1—Approximately

LEADING FOREIGN AIRCRAFT, MILITARY AND CIVIL

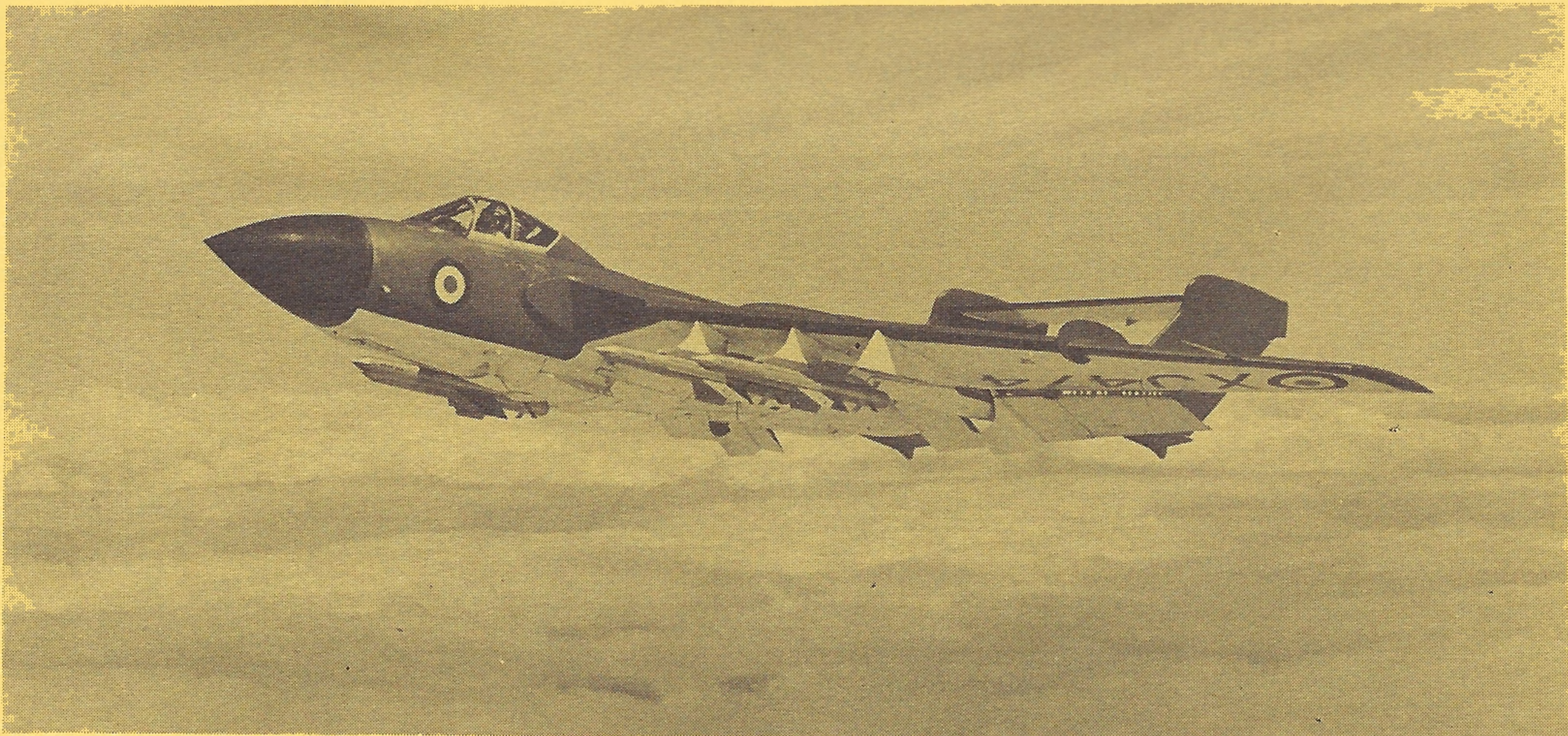
| Manufacturer | Model designation | Aircraft name | Primary mission | Max. No. of crew | Max. No. of passengers | Overall wingspan, ft. | Overall length, ft. | Maximum height, ft. | Wing gross area, sq. ft. | Weight empty, lb. | Gross weight, lb. | Number, make, model and max. rating of powerplants | Maximum speed, mph. |
|---|-------------------|------------------|------------------|------------------|------------------------|-----------------------|---------------------|---------------------|--------------------------|-------------------|-------------------|--|---------------------|
| Hurel-Dubois <i>Route de Verrieres a Meudon, Villacoublay, (Seine-et-Oise)</i> | H.D. 321 | ..... | Transport | 3 | 40 | 148' 7½" | 77' 4" | 28' 7½" | 1,076 | 24,498 | 41,200 | 2 Wright 982C9HE1 @ 1,525 hp. | 206 |
| | H.D. 34 | ..... | Photo | 7 | 0 | 148' 7½" | 77' 6" | 28' 7½" | 1,076 | 26,300 | 42,600 | 2 Wright 982C9HE2 @ 1,475 hp. | 206 |
| Societe des Avions Max Holste <i>11 Rue Gosset, Reims</i> | MH-1521 | Broussard | Utility aircraft | 1 | 5-7 | 45' 1" | 28' 3" | 12' | 273' 4" | 3,417 | 5,952 | 1 P&W R-985 @ 444 bhp. | 165 |
| | MH-260 | Super Broussard | Light transport | 1-2 | 20-23 | 71' 11" | 57' 8" | 21' 7" | 593' 4" | 11,168 | 21,583 | 2 "Bastan III" Turbomeca @ 986 eshp. | 252 |
| Morane-Saulnier <i>3 & 5 Rue Volta Puteaux (Seine)</i> | MS. 733 | Aleyon | Trainer | 3 | 0 | 37' | 31' 1" | 11' 4" | 235 | 2,810 | 3,850 | 1 Potez 6 DO2A @ 240 hp. | 164 |
| | MS. 760 | Paris | Business | 1 | 3 | 33' 3" | 32' 11" | 8' 7" | 194 | 4,400 | 7,600 | 2 Turb. Marbore II @ 880 lb. t. | 405 |
| | MS. 1500 | Epervier | Attack | 2 | 0 | 42' | 34' 8" | 10' 9" | 259 | 3,650 | 6,270 | 1 Turb. Bastan @ 870 eshp. | 250 |
| | MS. 880 | Rallye | Personal | 1 | 2 | 28' 8" | 20' 5" | 8' 6" | 112 | 950 | 1,570 | 1 Con. C14F @ 95 hp. | 128 |
| Nord Aviation, Societe Nationale de Constructions Aeronautiques <i>12 bis Avenue Bosquet, Paris (7)</i> | Nord 2502 | Noratlas | Transport | 3 | 40 | 110' 3" | 72' | ..... | 1,089 | 28,085 | 50,700 | 2 Bristol Hercules 758/759 @ 2040 bhp.+2 Turbomeca "Marbore II" @ 880 lb. t. | ..... |
| | Nord 2508 | Noratlas | Transport | 3 | 40 | 110' 3" | 72' | ..... | 1,089 | 29,080 | 50,700 | 2 P&W R2800 @ 2500 bhp.+2 Turbomeca "Marbore II" @ 880 lb. t. | 270 |
| | Nord 2501 | Noratlas | Transport | 3 | 42 | 107' | 72' | 10' 1" | 1,083 | 28,600 | 48,400 | 2 SNECMA Hercules @ 2,040 hp. | 275 |
| | Nord 3202 | ..... | Trainer | 2 | 0 | 32' 1½" | 26' 2½" | 10' 3" | 177.5 | 1,813 | 2,495 | 1 Potez 4.D-32 @ 240 hp. | 161 |
| | Nord 1405 | Gertaut II | Fighter | 1 | 0 | 24' 7" | 32' 6" | 13' 6" | 282 | 8,058 | 10,252 | 1 SNECMA Atar 101G @ 9,700 lb. t. | M1.3 |
| | Nord 1500 | Griffon II | Interceptor | 1 | 0 | 26' 7" | 47' 8½" | 16' 5" | 344.5 | ..... | 14,550 | 1 SNECMA Atar 101E3+1 Nord ramjet | 930 |
| Potez Air-Fouga <i>90 Rue Miromesnil, Paris (8)</i> | Nord 3400 | ..... | Liaison | 1 | 1 | 41' 8" | 27' 8" | 10' 2" | 209.9 | 2,028 | 2,976 | 1 Potez 4.D-30 @ 240 hp. | 124* |
| | C.M. 170 | Magister | Trainer | 2 | ..... | 37' | 33' | 9' | 186 | 4,268 | 6,978 | 2 Potez Air Fouga Type C.M. 170 @ 880 lb. t. | 435 |
| | C.M. 175 | Zephyr | Carrier, Trainer | 2 | ..... | 37' | 33' 7" | 9' | 186 | 4,706 | 7,417 | 2 Potez Air Fouga Type C.M. 175 @ 880 lb. t. | 403 |
| | Potez 75 P. 840 | ..... | Attack Transport | 2 | 0 | 43' 63' | 30' 50' | 8' 10" | ..... | 3,891 | 5,578 | 1 Potez 8. D-32 @ 520 hp. | 171 |
| SNECMA <i>150 Boulevard Haussman Paris (13)</i> | ..... | ..... | ..... | ..... | 16-24 | ..... | ..... | ..... | ..... | 8,910 | 16,720 | 4 Turbomeca Astazou | 300 |
| | C. 450 | Coléoptère | VTOL | 1 | 0 | ..... | 23' 3" | ..... | ..... | ..... | 6,600 | 1 SNECMA Atar 101 E.S.V. @ 7,700 lb. t. | 500 |
| Sud Aviation <i>37, Boulevard de Montmorency, Paris (XVIe)</i> | S.E. 210 | Caravelle | Transport | 3-4 | 80 | 112' 6" | 104' 10" | 28' 6" | 1,579 | 57,970 | 99,210 | 2 R-R Avon Mk. 527 @ 11,700 lb. t. | 510 |
| | S.E.117 | Voltigeur | Tac. Support | 3 | 0 | 58' 11" | 40' 3" | 18' 7" | 448 | 9,260 | 14,374 | 2 Turb. Bastan @ 750 shp. | 245 |
| | S.E.118 | Diplomate | Business | 2 | 6-20 | 58' 11" | 44' 3½" | 20' 2" | 450.5 | 9,923 | 15,347 | 2 Turb. Bastan @ 750 shp. | 320 |
| GREAT BRITAIN Sir W. G. Armstrong Whitworth Aircraft, Ltd. <i>Baginton, Nr Coventry, Warwickshire</i> | AW 650 | Argosy | Freightercoach | 2-3 | 80 | 115' | 86' 9" | 27' | 1,458 | 45,350 | 82,000 | 4 R-R Dart @ 2,100 eshp. | 296 |
| | AW 660 | Argosy | Transport | 4 | 77 | 115' | 86' 9" | 27' | 1,458 | 50,000 | 90,000 | 4 R-R Dart @ 2,410 eshp. | 296 |
| | AW 670 | Air Ferry | Pass./Cargo | 2-3 | 126 | 115' | 86' 9" | 27' | 1,458 | 47,000 | 82,000 | 4 R-R Dart @ 2,100 eshp. | 265 |
| | AW 671 | Air bus | Pass. Freight | 2-3 | 96 | 115' | 86' 9" | 27' | ..... | 46,000 | 82,000 | 4 R-R Dart Mk. 526 @ 1,910 hp. | 599 |
| | F.(G.A.) Mk.6 | Sea Hawk | Fighter Bomber | 1 | 0 | 39' | 39' 8" | 8' 8" | 278 | 13,200 | 16,200 | 1 R-R Nene 103 | 524 |
| Auster Aircraft, Ltd. <i>Rearsby, Leicester</i> | Mk. 9 | ..... | Liaison | 3 | 0 | 36' 5" | 23' 8" | 8' 11" | 197.6 | 1,590 | 2,125 | 1 Bl. Bombardier@180 hp. | 127 |
| | B. 8 | Agricola | Agricultural | 1 | 2 | 42' | 28' 1" | 8' 4" | 254.7 | ..... | 3,810 | 1 Con. 0-470-M @ 240 hp. | 127 |
| | J/1U | Workmaster | Agricultural | 1 | 1 | 36' | 23' 7" | 6' 2" | 185 | ..... | 2,550 | 1 Lyc. 0-360-A @ 180 hp. | 104 |
|  | ..... | Atlantic | Business | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | 1 Con. 1 8510 @ 205 hp. | 135 |
| | J1N | Alpha | Utility | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 1 DH Gipsy Major 1 @ 130 hp. | 108* |
| | J5F | Aiglet | Trainer | 2 | 1 | 32' | 23' 2½" | 8' 3" | 164 | 1,323 | 2,200 | 1 DH Gipsy Major 1 @ 130 hp. | 127 |
| | J5B | Autocar | Personal | 1 | 3 | 36' | 23' 2" | 7' 6" | 185 | 1,413 | 2,400 | 1 DH Gipsy Major 1 @ 130 hp. | 116 |
| Blackburn and General Aircraft Ltd. <i>Brough, Yorkshire</i> | ..... | Alpine | Personal | 1 | 2 | 36' | 23' 2" | 7' 6" | 185 | ..... | ..... | 1 DH Gipsy Major 10 @ 145 hp. | 124 |
| | C. Mk. 1 | Beverley | Transport | 4 | 97 | 162' | 99' 5" | 38' 5" | 2,916 | 82,100 | 145,000 | 4 Bristol Centaurus @ 2,850 | 238 |
| Bristol Aircraft, Ltd. <i>Filton House, Bristo</i> | N.A. 39 | ..... | Strike | 2 | ..... | 42' 6" | 62' 4" | 16' 0" | ..... | ..... | ..... | 2 DeHavilland Gyron Junior | ..... |
| | 175 | Britannia 100 | Transport | 9 | 92 | 142' 4" | 114' | 37' 6" | 2,075 | 88,000 | 155,000 | 4 B-S Proteus 705 @ 3,900 eshp. | 370 |
| | 175 | Britannia 300 | Transport | 9 | 132 | 142' 4" | 124' 3" | 37' 6" | 2,075 | 92,850 | 160,000 | 4 B-S Proteus 755 @ 4,120 eshp. | 400 |
| | 175 | Britannia 310 | Transport | 9 | 132 | 142' 4" | 124' 3" | 37' 6" | 2,075 | 93,400 | 185,000 | 4 B-S Proteus 765 @ 4,445 eshp. | 410 |
| | 175 | Britannia 250 | Pass./Cargo | 9 | 84 | 142' 4" | 124' 3" | 37' 6" | 2,075 | 95,900 | 185,000 | 4 B-S Proteus 765 @ 4,445 eshp. | 410 |
| The de Havilland Aircraft Co., Ltd. <i>Hatfield Aerodrome, Herts</i> | 175 | Britannia 320 | Transport | 9 | 139 | 142' 4" | 124' 3" | 37' 6" | 2,075 | 94,500 | 185,000 | 4 B-S Proteus 765 @ 4,445 eshp. | 410 |
| | D.H. 110 | Sea Vixen | AW Fighter | 2 | 0 | 50' | 53' 6½" | 11' | ..... | ..... | ..... | 2 R-R Avon | M>1 |
| | D.H. 104 | Dove | Transport | 2 | 8-11 | 57' | 39' 4" | 13' 4" | 335 | 5,678 | 8,800 | 2 DH Gipsy Queen 70 Mk. 2 @ 380 hp. | 200 |
| | D.H. 114 | Heron | Transport | 2 | 14-17 | 71' 6" | 48' 6" | 15' 7" | 499 | 8,484 | 13,500 | 4 DH Gipsy Queen 30 Mk. 2 @ 250 hp. | 191 |
| | D.H. 106 | Comet 4 | Transport | 5 | 60-81 | 115' | 111' 6" | 29' 6" | 2,121 | 73,600 | 162,000 | 4 R-R Avon@10,500 lb. t. | 515* |
| | D.H. 106 | Comet 4B | Transport | 4 | 72-102 | 108' | 118' | 29' 6" | 2,059 | 75,100 | 158,000 | 4 R-R Avon 29 @ 10,500 lb. t. | 530* |
| | D.H. 106 | Comet 4C | Transport | 4 | 72-102 | 115' | 118' | 29' 6" | 2,121 | 75,600 | 162,000 | 4 R-R Avon 29 @ 10,500 lb. t. | 506* |
| | D.H. 121 | ..... | Transport | 3 | 70-100 | 89' 10" | 114' 9" | 27' | 1,358 | 62,300 | 105,000 | 3 R-R RB163 @ 10,000 lb. t. | 600+* |
| The English Electric Co., Ltd. <i>Marconi House, Strand, London, W.C. 2.</i> | D.H. 112 | Sea Venom Mk. 22 | AW Fighter | 2 | 0 | 42' 10" | 36' 8" | 8' 6" | ..... | ..... | 15,800 | ..... | 575 |
| | P. 1B | Lightning F-1 | AW Fighter | 1 | 0 | 34' 10" | 50' | 19' 5" | ..... | ..... | ..... | 2 R-R Avon w/reheat | M>2 |
| | P. 11 | Lightning T. 4 | Trainer | 2 | 0 | 34' 10" | 50' | 19' 5" | ..... | ..... | ..... | 2 R-R Avon w/reheat | M>2 |
| | B. 6 | Canberra | Bomber | 2 | 0 | 64' | 65' 6" | 15' 7" | 960 | ..... | ..... | 2 R-R Avon | ..... |
| | P. R. 7 | Canberra | Photo Recon. | 2 | 0 | 64' | 66' 8" | 15' 7" | 960 | ..... | 24,060 | 2 R-R Avon | M.68 |
| | B(I)8 | Canberra | Bomber | 2 | 0 | 64' | 65' 6" | 15' 7" | 960 | ..... | ..... | 2 R-R Avon | ..... |
| | P.R. 9 | Canberra | Photo Recon. | 2 | 0 | 68' | 66' 8" | 15' 7" | 960 | ..... | ..... | 2 R-R Avon | ..... |
| | TSR II | ..... | Strike | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | B-S Olympus | ..... |

| Manufacturer | Model designation | Aircraft name | Primary mission | Max. No. of crew | Max. No. of passengers | Overall wingspan, ft. | Overall length, ft. | Maximum height, ft. | Wing gross area, sq. ft. | Weight empty, lb. | Gross weight, lb. | Number, make, model and max. rating of powerplants | Maximum speed, mph. |
|---|-------------------|-----------------------|---------------------|------------------|------------------------|-----------------------|---------------------|---------------------|--------------------------|-------------------|-------------------|--|---------------------|
| Fairey Aviation, Ltd. <i>Hayes, Middlesex</i> | ..... | Gannet A.E.W. Mk. 3 | Early Warning | 3 | 0 | 54' 7" | 44' | 16' 9" | ..... | ..... | ..... | 1 B-S Double Mamba @ 3,875 eshp. | ..... |
|  | ..... | Gannet A.S. Mk. 4 | Anti-Sub. | 3 | 0 | 54' 3" | 43' | 13' | 482.8 | 15,069 | 21,600 | 1 B-S Double Mamba @ 3,035 eshp. | 310 |
|  | ..... | Gannet T. Mk. 5 | Trainer | 3 | 0 | 54' 3" | 43' | 13' | ..... | ..... | ..... | 1 B-S Double Mamba @ 3,035 eshp. | ..... |
|  | ..... | Delta 2 | Research | 1 | 0 | 26' 9" | 51' 8" | 11' | 360 | ..... | ..... | 1 R-R Avon | M>1 |
| Folland Aircraft, Ltd. <i>Hamble, Southampton, Hampshire</i> | FO. 141 | Gnat Mk. 1 | Fighter | 1 | ..... | 22' 2" | 29' 8" | 8' 10" | 137 | 4,200 | 6,750 | 1 B-S Orpheus 701 @ 4,520 lb. t. | M .98 |
| | FO. 144 | Gnat Trainer | Trainer | 2 | ..... | 24' | 30' 9" | 9' 7½" | 175 | 5,070 | 7,435 | 1 B-S Orpheus @ 4,230 lb. t. | M>.95 |
| Gloster Aircraft Co., Ltd. <i>Gloucester</i> | T. 3 | Javelin | Trainer | 2 | 0 | 52' | 60' | 16' | 930 | ..... | ..... | 2 B.S. Sapphire 6 @ 8,300 lb. s. t. | ..... |
| | F(AW)7 | Javelin | A.W. Fighter | 2 | 0 | 52' | 56' 4" | 16' | 930 | ..... | ..... | 2 B.S. Sapphire 7R @ 11,000 lb. s. t. | ..... |
| | F(AW)8 | Javelin | A.W. Fighter | 2 | 0 | 52' | 56' 4" | ..... | 930 | ..... | ..... | 2 B-S Sapphire 7R @ 11,000 lb. s. t. | ..... |
| | F(AW)9 | Javelin | A.W. Fighter | 2 | 0 | 52' | 56' 4" | ..... | 930 | ..... | ..... | 2 B.S. Sapphire 7R @ 11,000 lb. s. t. | ..... |
| Handley Page, Ltd. <i>Claremont Road, Cricklewood, London, N.W. 2</i> | H.P. 80 | Victor B. Mk. 1 | Bomber | 5 | 0 | 110' | 114' 11" | 28' 1½" | ..... | ..... | ..... | 4 B-S Sapphire @ 11,000 lb. t. | ..... |
| | H.P. 80 | Victor B. Mk. 2 | Bomber | 5 | 0 | 120' | 114' 11" | 28' 1½" | ..... | ..... | ..... | 4 R-R Conway @ 17,250 lb. t. | ..... |
| | H.P.R. 7 | Dart Herald | Transport | 2 | 47 | 94' 9½" | 71' 11" | 23' 4" | 886 | 22,808 | 39,000 | 2 R-R Dart @ 2,100 eshp. | 295 |
| | H.P. 113 | ..... | Transport | 2 | 8-12 | 71' 3" | 71' 6" | 17' | 775 | ..... | 36,500 | 2 B-S Orpheus @ 5,250 lb. t. | 530* |
| Hawker Aircraft, Ltd. <i>Richmond Road, Kingston-on-Thames, Surrey</i> | P. 1121 | ..... | Strike Fighter | 1 | 0 | 33' 8" | 45' 10½" | 13' 2" | 340 | ..... | ..... | 1 DH Gyron | M>1 |
| | P 1067 | Hunter F. 4 | Fighter | 1 | 0 | 33' 8" | 45' 10½" | 13' 2" | 340 | ..... | ..... | 1 R-R Avon RA21 @ 8,000 lb. t. | ..... |
| | P1067 | Hunter F. 6 | Fighter | 1 | 0 | 33' 8" | 45' 10½" | 13' 2" | 340 | ..... | ..... | 1 R-R Avon RA28 @ 10,000 lb. t. | ..... |
| | P1101 | Hunter T. 7 | Trainer | 2 | 0 | 33' 8" | 48' 10½" | 13' 2" | 340 | ..... | ..... | 1 R-R Avon RA21 or RA28 | ..... |
| Hunting Aircraft, Ltd. <i>Luton Airport, Luton, Bedfordshire</i> | ..... | President | Transport | 2 | 12 | 64' 6" | 46' | 16' | 400 | 9,020 | 13,500 | 2 Al. Leonides @ 550 hp. | 223 |
| | P. 66 | Pembroke | Muti | 2 | 10 | 64' 6" | 46' | 16' | 400 | 9,178 | 13,500 | 2 Al. Leonides @ 550 hp. | 223 |
| | P. 56 | Provost T. Mk. 1 | Trainer | 2 | 0 | 35' 2" | 28' 9" | 12' 2" | 214 | 3,350 | 4,400 | 1 Al. Leonides @ 550 hp. | 201 |
| | P. 84 | Jet Provost T. Mk. 3 | Trainer | 2 | 0 | 35' 10" | 32' 4" | 10' 2" | 214 | ..... | 6,400 | 1 B-S Viper @ 1,750 lb. t. | 329 |
| Lancashire Aircraft Co., Ltd. <i>Samlesbury Airfield, Blackburn, Lancashire</i> | LEP. 9 | Prospector | Multi | 1-2 | 2-4 | 43' 6" | 30' | 10' | 227.6 | 2,010 | 3,700 | 1 Lvc. GO-480-G1A6 @ 295 hp. | 146 |
| F. G. Miles, Ltd. <i>Shoreham Airport, Sussex</i> | M. 100 | Student | Trainer | 1 | 1 | 29' 2" | 31' 6" | 6' 3" | 144 | 2,400 | 3,900 | 1 Turb. Ma-bore II @ 883 lb. t. | 298 |
| | M. 100/2 | Centurion II | Personal | 1 | 3-4 | 32' 6" | 31' 9" | 7' 4" | 182 | 3,882 | 7,000 | 1 B-S Viper @ 2,640 lb. t. or 2 Con. J69T25 @ 1050 eshp. | 419 |
| A. V. Roe & Co., Ltd. <i>Greengate, Middleton, Manchester</i> | 698 | Avro Vulcan B. Mk. 2 | Bomber | 5 | 0 | 111' | 97' 1" | 27' 2" | ..... | ..... | ..... | 4 B-S Olympus 201 @ 17,000 lb. t. | ..... |
| | 696 | Avro Shackleton Mk. 3 | Anti-Sub. | 10 | 0 | 119' 10" | 87' 4" | 23' 4" | 1,421 | ..... | 100,000 | 4 R-R Griffon 57A @ 2,455 hp. | 300 |
| | 748 Series 1 | ..... | Transport | 3 | 40-44 | 95' | 67' | 24' 10" | 795 | 18,794 | 33,000 | 2 R-R Dart R. Da 6 Mk. 514 @ 1,740 eshp. | 294 |
| | 748 Series 2 | ..... | Transport | 3 | 40-44 | 95' | 67' | 24' 10" | 795 | 19,694 | 36,000 | 2 R-R Dart R. Da 7 Mk. 531 @ 2,105 eshp. | 316 |
| Scottish Aviation, Ltd. <i>Prestwick Airport, Ayrshire</i> | CC. Mk. 1 | Prestwick Pioneer | Transport | 1 | 4 | 49' 4" | 34' 4" | 10' 4" | 390 | 4,200 | 5,800 | 1 Al. Leonides 530/7 @ 540 bhp. | 145 |
| | CC. Mk. 1 | Twin Pioneer | Transport | 2 | 16 | 76' 6" | 45' 3" | 12' 3" | 670 | 10,478 | 14,600 | 2 Al. Leonides 531/8 @ 605 bhp. | 173 |
| Short Brothers & Harland, Ltd. <i>P. O. Box 241, Queens Island, Belfast</i> | S.C. 5 | Britannic | Strategic Freighter | 4 | 255 | 158' 9½" | 136' 5" | 47' | 2,446 | 107,185 | 218,000 | 4 R-R Tyne R. Ty 12 @ 5,730 eshp. | 391 |
| | S.C. 7 | ..... | Light Freighter | 1-2 | 15 | 64' 1" | 38' 11" | 13' 11" | 373 | 4,914 | 9,000 | 2 Cont. GTS 10-520 @ 390 thp. | 200 |
| | S.B. 5 | ..... | Research | 1 | 0 | 30' 6" | 45' 9" | 16' 7" | ..... | ..... | ..... | Bristol Orpheus | ..... |
| | S.C. 1 | ..... | VTOL | 1 | 0 | 23' 6" | 24' 4" | 10' 7" | ..... | ..... | ..... | 5 R-R RB108 | ..... |
| Vickers-Armstrongs (Aircraft), Ltd. <i>Weybridge, Surrey</i> | 700 | Viscount | Transport | 2-3 | 40-63 | 93' 8" | 81' 10" | 26' 9" | 963 | 36,000 | 62,000 | 4 R-R Dart R. Da. 3 Mk. 506 @ 1540 tehp. | 328 |
| | 700D | Viscount | Transport | 2-3 | 40-63 | 93' 8" | 81' 10" | 26' 9" | 963 | 37,070 | 64,500 | 4 R-R Dart R. Da. 6 Mk. 501 @ 1740 tehp. | 345 |
| | 800 | Viscount | Transport | 2-3 | 52-73 | 93' 8" | 85' 8" | 26' 9" | 963 | 39,900 | 64,500 | 4 R-R Dart R. Da. 6 Mk. 510 @ 1740 tehp. | 340 |
| | 810 | Viscount | Transport | 2-3 | 52-73 | 93' 8" | 85' 8" | 26' 9" | 963 | 41,565 | 72,500 | 4 R-R Dart R. Da. 7/1 Mk. 525 @ 1990 tehp. | 370 |
| | 950 | Vanguard | Transport | 2-3 | 76-139 | 118' | 122' 10" | 34' 11" | 1,529 | 80,314 | 141,000 | 4 R-R Tyne R. Ty. 11 Mk. 512 @ 5525 tehp. | 445 |
| | 1100 | V.C. 10 | Transport | 3-5 | 150" | 140' | 158' 10" | 39' 1" | 2,800 | 134,200 | 299,000 | 4 R-R Conway R. Co. 42 Mk. 540 @ 20,250 lb. t. | 620 |
|  | ..... | Seimitar F. Mk. 1 | Fighter | 1 | 0 | 37' 2" | 55' 4" | 15' | ..... | ..... | ..... | 2 R-R Avon 200 series @ 11,250 lb. t. | ..... |
| | 674 | Valiant B. Mk. 1 | Bomber | 5 | 0 | 114' 4" | 108' 3" | 34' 2" | 2,362 | ..... | ..... | 4 R-R Avon RA. 28 Mk. 204 @ 10,000 lb. t. | ..... |
|  | ..... | Swift F.R. Mk. 5 | Fighter/Recon. | 1 | 0 | 32' 4" | 41' 5½" | 13' 6" | 306 | ..... | 21,400 | 1 R-R Avon RA. 7R Mk. 114 @ 9,450 lb. t. | 685 |
| | TSR. 2 | ..... | Strike/Recon. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | B-S Olympus | ..... |
| ITALY Industrie Meccaniche Aeronautiche Meridionali-AERFER <i>30, Corso Malta, Naples</i> | ..... | A.S. Sagittario II | Fighter | 1 | 0 | 24' 7" | 31' 2" | 6' 7" | 158 | 4,960 | 7,160 | 1 R-R Derwent 9 @ 3,600 lb. t. | 620 |
|  | ..... | Ariete | Fighter | 1 | 0 | 24' 7" | 31' 6" | ..... | ..... | 5,291 | ..... | 1 R-R Derwent+1 R-R Soar | M =1.1 |
| Costruzioni Aeronautiche Giovanni Agusta <i>Cascina Costa, Gallarate</i> | AZ-8L | ..... | Transport | 2 | 22 | 83' 8" | 63' 9" | 21' 8" | 719 | ..... | 23,810 | 4 Al. Leonides Mk. 22 (503/2) @ 470 hp. | 252 |
| | AZ-8S | ..... | Transport | 2 | 22 | 83' 8" | 63' 9" | 21' 8" | 719 | ..... | 23,810 | 4 SNECMA 12S @ 575 hp. | ..... |

LEADING FOREIGN AIRCRAFT, MILITARY AND CIVIL

| Manufacturer | Model designation | Aircraft name | Primary mission | Max. No. of crew | Max. No. of passengers | Overall wingspan, ft. | Overall length, ft. | Maximum height, ft. | Wing gross area, sq. ft. | Weight empty, lb. | Gross weight, lb. | Number, make, model and max. rating of powerplants | Maximum speed, mph. |
|---|-------------------|--------------------|--------------------|------------------|------------------------|-----------------------|---------------------|---------------------|--------------------------|-------------------|-------------------|--|---------------------|
| Fiat-Divisions Aviazione <i>Corso G. Agnelli, 200, Turin</i> | G. 91 | ..... | Fighter | 1 | 0 | 28' 1" | 34' 2½" | 13' 1" | 176.7 | ..... | 11,350 | 1 B-S Orpheus B. Or. 80,302 @ 4,850 lb. t. | M>1 |
| | G. 91T | ..... | Trainer | 2 | 0 | 28' 2" | 39' 3" | 13' 9" | 176.7 | 7,100 | 11,775 | 1 B-S Orpheus B. Or. 80,302 @ 5,000 lb. t. | 640 |
| | G. 91R | ..... | Photo Recon. | 1 | 0 | 28' 1" | 34' 2½" | 13' 1" | 176.7 | ..... | ..... | 1 B-S Orpheus B. Or. 80,302 @ 5,000 lb. t. | M>1 |
| | F. 86K | ..... | Fighter | 1 | 0 | 37' 2" | 40' 1" | 15' | 288 | ..... | 18,000 | 1 GE J47-GE-17B @ 7,350 lb. t. | 650 |
| Aeronautica Macchi <i>Corso Vittorio Emanuele 31, Milan</i> | MB. 326 | ..... | Trainer | 2 | 0 | 32' 11" | 34' 6" | 11' 4" | 204.5 | 4,299 | 6,283 | 1 B-S Viper ASV8 @ 1,750 lb. t. | 450 |
| METEOR-Costruzioni Aeronautiche <i>Trieste</i> | FL 54BM | Meteor Tris | Personal | 1 | 2 | 31' 4" | 22' 4" | 6' 1" | 155 | 959 | 1,543 | 1 Meteor G90 CA @ 90 hp | 120 |
| | FL 55DM | Meteor Super | Personal | 1 | 3 | 31' 4" | 22' 4" | 6' 1" | 155 | 1,146 | 1,984 | 1 Meteor G180 CA @ 180 hp. | 140 |
| Nardi S.A. per Costruzioni Aeronautiche <i>Aeroporto Forlanini, Milan</i> | FN-333 | Riviera | Personal | 1 | 3 | 34' | 24' | 10' | 161.5 | 2,028 | 2,976 | 1 Con. O-470-H @ 240 hp. | 180 |
| Partenavia Costruzioni Aeronautiche <i>Aeroporto, Forlanini, Milan</i> | P-57-2 | Fachiro II | Personal | 2 | 2 | 30' | 22' | 8' | 144.2 | 1,367 | 2,315 | 1 Lyc. O-360-A2A @ 180 hp. | 149 |
| | P-59 | Fachiro II | Personal & Trainer | 2 | 2 | 30' | 21' 7" | 7' | 154.0 | 1,060 | 1,570 | 1 Con. C90-12F @ 95 hp. | 128 |
| Piaggio & C., Societa per Azioni <i>Via Antonio Cecchi 6, Genoa (434)</i> | P. 136-L1 | ..... | Personal | 1 | 4 | 44' 5" | 35' 5" | 12' 7" | 270 | 4,420 | 6,000 | 2 Lyc. GO-480-B1A6 @ 270 hp. | 184 |
| | P. 136-L2 | ..... | Personal | 1 | 4 | 44' 5" | 35' 5" | 12' 7" | 270 | 4,680 | 6,615 | 2 Lyc. GSO-480-B1C6 @ 340 hp. | 213 |
| | P. 149-D | ..... | Personal | 1 | 4 | 36' 6" | 28' 11" | 9' 6" | 203 | 2,557 | 3,704 | 1 Lyc. GO-480-B1A6 @ 270 hp. | 192 |
| | P. 166 | ..... | Personal | 1 | 7 | 46' 9" | 38' 1" | 16' 3" | 286 | 5,070 | 8,115 | 2 Lyc. GSO-480-B1C6 @ 340 hp. | 226 |
| | P. 155-CT | ..... | Amphibian | 4 | 30 | 102' 6" | 98' 5" | 31' 10" | 1,078 | 32,000 | 53,000 | 2 Allison 501-D13 @ 3,750 eshp. | 350 |
| Progetti Costruzioni Aeronautiche <i>Strada A.N. Pavese 78, Milan (Procaer)</i> | ..... | Cobra 400 | Touring | 1 | 1 | 28' 6" | 25' 7" | 9' 2" | 131.5 | 1,760 | 3,085 | 1 Turbomeca Marbore II @ 880 lb. t. | 380 |
|  | ..... | Picchio F. 15 | Personal | 1 | 2-3 | 30' 7" | 24' | 9' 2½" | 116.4 | 1,345 | 2,205 | 1 Lyc. O-320-B @ 160 hp. | 186 |
| Aviamilano Costruzioni Aeronautiche <i>Via Macedonio Melloni 70 Milan</i> | F. 14 | Nibbio | Executive | 2 | 2 | 31' 3" | 23' 7" | 8' 1" | 128 | 1,500 | 2,550 | 1 Lyc. O-360 A1A @ 180 hp. | 205 |
| | P. 19 | Scricciolo | Club Trainer | 2 | ..... | 33' 6" | 23' | 6' 7" | 150 | 880 | 1,540 | 1 Agusta M.V.G.A. 7010 85 hp. | 130 |
| | F. 8 | Faleo | ..... | 2 | ..... | 26' 3" | 21' 5" | 8' | 107.6 | 1,132 | 1,715 | 1 Lyc. O-320 A1A @ 150 hp. | 208 |
| JAPAN Nihon Aeroplane Mfg. Co., Ltd. <i>Shiba Tamuracho, Minato-Ku, Tokyo</i> | YS-11 | ..... | Pass. Trans. | 3 | 52-60 | 105' | 87' 3" | 30' 7" | 1,020 | 29,720 | 50,250 | 2 R-R Dart R.Da.-10/1x2 @ 2,600 eshp. | ..... |
| Fuji Heavy Industries, Ltd. <i>Marunouchi Chiyoda-Ku, Tokyo</i> | T1A | T1F2 | Trainer | 2 | ..... | 36' 7" | 39' 7" | 13' 3" | 239 | 6,065 | 10,700 | 1 Orpheus Mk. 316 @ 4,000 lb. t. | ..... |
| | T-34A | B-45 Mentor | Trainer | 2 | ..... | 32' 9" | 25' 9" | 9' 5" | 178 | 2,246 | 2,980 | 1 Continental O-470-13 @ 225 hp. | ..... |
| | KM | Super-Nikko | Liaison | 1 | 4 | 32' 8" | 26' 0" | 9' 5" | 177.6 | 2,400 | 3,850 | 1 Lycoming GSO-480-B1A6 @ 340 hp. | 225 |
| | LM | Nikko | Liaison | 1 | 4 | 32' 8" | 26' 0" | 9' 5" | 177.6 | 2,104 | 3,527 | 1 Continental O-470-13A @ 225 hp. | 185 |
| | L-19E | Bird Dog | Liaison | 1 | 1 | 35' 9" | 24' 9" | 7' 5" | 174 | 1,658 | 2,340 | 1 Continental O-470-11 @ 213 hp. | ..... |
| Mitsubishi Heavy Industries Reorganized, Ltd. Aircraft Dept. <i>Chiyoda-Ku, Tokyo</i> | F-86F | Sabre | Fighter-Bomber | 1 | ..... | 39' 1" | 37' 6" | 14' 7" | 313' 3" | 11,019 | 20,245 | 1 GE J47-GE-27 @ 6,090 lb. t. | 669 |
| | F104J | Star Fighter | Fighter | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 GE 779-GE-7 | ..... |
| | S-55A | ..... | Utility | 1-2 | 10 | ..... | 42' 3" | 13' 4" | ..... | 4,880 | 7,200 | 1 P&W Wasp S1H2 (R-1340-57) @ 600 | 110 |
| | S-55C | ..... | Utility | 1-2 | 10 | ..... | 42' 3" | 13' 4" | ..... | 5,180 | 7,900 | 1 Wright Cyclon 990 C7BA1 (R1300-3) @ 700 | 101 |
| NETHERLANDS Royal Netherlands Aircraft Factories (Fokker) <i>Schiphol-Zuid, Amsterdam</i> | F-27 | Friendship | Transport | 2 | 32-40 | 95' 2" | 77' 2" | 27' 6" | 754 | 21,830 | 37,500 | 2 R-R Dart RDa. 6 Mk. 511 @ 1,720 eshp. or 2 R-R Dart RDa. 7 Mk. 528 @ 2,105 eshp. | ..... |
| | F-27 | Friendship De-Luxe | Transport | 2 | 16 | 95' 2" | 77' 2" | 27' 6" | 754 | 23,600 | 37,500 | 2 R-R Dart RDa. 6 Mk. 511 @ 1,720 eshp. or 2 R-R Dart RDa. 7 Mk. 528 @ 2,105 eshp. | ..... |
| | F-27 | Freightship | Pass./Cargo | 2 | 32-40 | 95' 2" | 77' 2" | 27' 6" | 754 | 21,300 | 37,500 | 2 R-R Dart RDa. 6 Mk. 511 @ 1,720 eshp. or 2 R-R Dart RDa. 7 Mk. 528 @ 2,105 eshp. | ..... |
| | F-27M | Troopship | Military Transport | 2 | 45 | 95' 2" | 75' 9" | 27' 6" | 754 | 21,820 | 42,000 | 2 R-R Dart RDa. 6 Mk. 511 @ 1,720 eshp. or 2 Dart 7 Mk. 528 @ 2,105 shp. | ..... |

| Manufacturer | Model designation | Aircraft name | Primary mission | Max. No. of crew | Max. No. of passengers | Overall wingspan, ft. | Overall length, ft. | Maximum height, ft. | Wing gross area, sq. ft. | Weight empty, lb. | Gross weight, lb. | Number, make, model and max. rating of powerplants | Maximum speed, mph. |
|--|-------------------|-----------------|----------------------|------------------|------------------------|-----------------------|---------------------|---------------------|--------------------------|-------------------|-------------------|--|---------------------|
| SPAIN Construcciones Aeronauticas, S.A. <i>Calle del Rey Francisco, 4 Madrid (8)</i> | C-201 | Alcotan | Transport | 3 | 10 | 60' 4" | 45' 3" | 13' 0" | 450 | 8,600 | 12,125 | 2 Enmasa Sirio 7E-C20 @ 550 hp. | 211 |
| | C-202 | Halcon | Transport | 3 | 14 | 70' 8" | 52' 5" | 19' 9" | 618 | 11,570 | 18,080 | 2 Enmasa Beta B-41 @ 775 hp. | 230 |
| | C-202B | Halcon | Business | 2 | 6 | 67' 5" | 53' 6" | 20' 9" | 603 | 13,385 | 21,270 | 2 Wright Cyclone R/1820/56 @ 1300 hp. | 268 |
| | C-207 | Azor | Transport | 4 | 30-40 | 91' 2" | 68' 4" | 25' 4" | 924 | 21,660 | 34,500 | 2 Bristol Hercules 730 @ 2,040 hp. | 285 |
| | C-1131 | Bucker | Trainer | 2 | ..... | 24' 2" | 22' 1" | 7' 4" | 145 | 1,000 | 1,580 | 1 Enmasa Tigre G-N-A @ 125 hp. | 122 |
| | C-127 | Dornier | Liaison | 1 | 4 | 39' 5" | 31' 5" | 11' 5" | 210 | 2,300 | 3,500 | 1 Lycoming GO-480-B1A6 @ 274 hp. | 155 |
| Aeronautica Industrial, S.A. <i>Plaza de las Cortes, 2 Madrid 14</i> | AISA I-115 | ..... | Primary Trainer | 2 | ..... | 31' 3" | 24' 1" | 6' 10" | 150.6 | 1,346 | 1,980 | 1 Enmasa Tigre G-IV-B @ 150 bhp. | ..... |
| | AISA I-11B | ..... | Touring or Training | 1 | 1 | 30' 7" | 21' 3" | 6' 3" | 144 | 926 | 1,474 | 1 Continental C-90 12F @ 95 bhp. | ..... |
| | AISA AVD-12C | ..... | Liaison or Touring | 1 | 3 | 36' 5" | 25' 5" | 6' 10" | 193 | 1,664 | 2,866 | 1 Continental O-470-A @ 225 bhp. | ..... |
| | AISA AVD-12 | ..... | Liaison or Ambulance | 1 | 2-3 | 36' 5" | 25' 5" | 6' 10" | 193 | 1,576 | 2,425 | 1 Enmasa Tigre G-IV-B @ 150 bhp. | ..... |
| La Hispano-Aviacion, S.A. <i>Calle San Jacinto 102-106 Sevilla</i> | HA-100-F1 | Triana | Adv. Trainer | 2 | ..... | 34' 1" | 29' 5" | 9' 9 1/2" | 186.6 | 4,340 | 6,440 | 1 Wright Cyclone 957C7BA1 @ 800 hp. | 279 |
| | HA-100-E1 | Triana | Adv. Trainer | 2 | ..... | 34' 1" | 29' 5" | 9' 9 1/2" | 186.6 | 4,360 | 6,460 | 1 Enma Beta B-4 @ 755 hp. | 275 |
| | HA-200-R1 | Saeta | Adv. Trainer | 2 | ..... | 34' 2" | 29' 1" | 10' 8" | 187.2 | 3,695 | 6,995 | 2 Turboneca Marbore 11A @ 880 lb. t. | 435 |
| SWEDEN Svenska Aeroplan Aktiebolaget <i>Linköping</i> | Saab-J29F | ..... | Fighter | 1 | 0 | 36' 1" | 33' 2" | 12' 3" | 258 | 9,480 | 13,360 | 1 Sven. RM-2 @ 6,175 lb. t. | 660 |
| | Saab 32A | Lansen | AW Attack | 2 | 0 | 42' 8" | 48' 1" | 15' 8" | ..... | 15,500 | 22,000 | 1 Sven. RM-5 @ 9,500 lb. t. | 700 |
| | Saab-J32B | Lansen | AW Interceptor | 2 | 0 | 42' 8" | 48' | 15' 6" | ..... | ..... | ..... | 1 Sven. RM-6 @ 15,000 lb. t. | 700+ |
| | Saab-32C | Lansen | Photo-Recon. | 2 | 0 | 42' 8" | 48' 1" | 15' 8" | ..... | 15,500 | 22,000 | 1 Sven. RM-5 @ 9,500 lb. t. | 700 |
| | Saab-35 | Draken | AW Fighter | 1 | 0 | 30' 10" | 53' | ..... | ..... | 16-18,000 | ..... | 1 Sven. RM-6 @ 15,000 lb. t. | M.1.8 |
| | Saab-J35B | Draken | AW Interceptor | 1 | 0 | 30' 10" | 53' 4" | ..... | ..... | 16-18,000 | ..... | 1 RR RB.146 @ 13,200 lb. t. | M>2 |
| | Saab-90A-2 | Scandia | Transport | 3 | 40 | 91' 11" | 69' 11" | 23' 3" | 922 | 21,960 | 35,270 | 2 P&W R2180-E1 @ 1,800 hp. | 277 |
| | Saab-91B | Safir | Trainer | 3 | 0 | 34' 9" | 26' | 7' 2" | 146 | 1,580 | 2,315 | 1 Lyc. O435-A @ 190 hp. | 170 |
| | Saab-91C | Safir | Personal | 1 | 3 | 34' 9" | 26' | 7' 2" | 146 | 1,625 | 2,685 | 1 Lyc. O435-A @ 190 hp. | 169 |
| | Saab-91D | Safir | Trainer | 3-4 | 0 | 34' 9" | 26' | 7' 2" | 146 | 1,570 | 2,660 | 1 Lyc. O360 @ 180 hp. | 169 |
| SWITZERLAND Pilatus Flugzeugwerke A.G. <i>Stans, Nr. Lucerne</i> | P-3 | ..... | Trainer | 2 | 0 | 34' 1" | 28' 8" | 10' | 177 | 2,447 | 3,120 | 1 Lyc. GO-435-C2A @ 260 hp. | 192 |
| | PC-6 | Porter | Multi | 1 | 5-7 | 49' 10" | 34' 5" | 10' | ..... | 2,400 | 3,960 | 1 Lyc. GSO-480-A7-A6 @ 340 hp. | ..... |
| WEST GERMANY Aero-Jodel <i>Aero Flugzeugbau Hubert Zuerl, Munich-Heimstetten</i> | D-11A | Aero-Jodel Club | Personal | 1 | 1 | 27' | 21' 4" | 6' 9 1/2" | ..... | 838 | 1,433 | 1 Cont. A-65/8 @ 65 hp. | ..... |
| | D-11C | Aero-Jodel Club | Personal | 1 | 1 | 27' | 21' 4" | 6' 9 1/2" | ..... | 838 | 1,433 | 1 Cont. C-90/12F @ 95hp. | ..... |
| Dornier-Werke GmbH. <i>Friedrichshafen a. B.</i> | Do. 27 Q-3 | ..... | Multi | 2 | 2-4 | 39' 4" | 32' 1" | 8' 6" | 209 | 2,220 | 3,740 | 1 Con. O-470-K @ 230hp. | ..... |
| | Do. 27 Q4 | ..... | Multi | 2 | 2-4 | 39' 4" | 31' 5" | 8' 9" | 209 | 2,310 | 4,080 | 1 Lyc. GO-480-B1A6 @ 270 hp. | ..... |
| | Do. 28 | ..... | Multi | 2 | 2-4 | 45' 2" | 29' 7" | 10' 4" | 241 | 3,538 | 5,137 | 2 Lyc. O-540-A1A @ 2250 hp. | ..... |
| Scheibe-Flugzeugbau G.m.b.H. <i>Dachau</i> | SF-23A | Sperling | Utility | 1 | 1 | 32' 4 1/2" | 20' 4" | 7' 2" | 130.7 | 992 | 1,544 | 1 Con. C90-12F @ 95 bhp. | 124.5 |
| | SF-23B | Sperling | Utility | 1 | 1 | 32' 4 1/2" | 20' 4" | 7' 2" | 130.7 | 992 | 1,544 | 1 Con. O200-A @ 100 bhp. | 127.5 |
| | SF-23C | Sperling | Utility | 1 | 1 | 32' 4 1/2" | 20' 4" | 7' 2" | 130.7 | 1,036 | 1,610 | 1 Lyc. O-235-C1 @ 115bhp. | 134 |



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